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ACCOUNTS AND PAPERS:

FORTY-SEVEN VOLUMES.

— (39.) —

P O S T - O F F I C E.

M A I L S.

Session

4 November 1852—20 August 1853.

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ACCOUNTS AND PAPERS:

1852-53.

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P O S T O F F I C E.

RETURN to an Order of the Honourable The House of Commons,
dated 3 March 1853;—for,

A RETURN, “ as nearly as can be estimated, of the Number of CHARGEABLE LETTERS delivered in the United Kingdom in the Year immediately preceding the First General REDUCTION of POSTAGE on the 5th day of December 1839, and for each complete Year subsequent thereto; also, for the First Year, the Number of FRANKS, and for the Last Year, and up to as late a Period as practicable, the Number of LETTERS for each Week in which they were counted :”

ACCOUNT, “ showing the Gross and Net POST-OFFICE REVENUE, and the Cost of MANAGEMENT, for the United Kingdom, for the Year ending the 5th day of January 1838, and for each subsequent Year, excluding from the Account, whether of Gross Revenue or Cost of Management, any Advances that may have been made by the ENGLISH to the IRISH POST-OFFICE, and Advances to the MONEY-ORDER OFFICE; also, disregarding in the Return for each Year any Old Debts written off or Postage remitted, or any other Deductions which relate to previous Years :”

RETURNS “ of the PAYMENTS made by the POST-OFFICE during the Year ending the 5th day of January 1838, and each subsequent Year, for the Conveyance of the MAILS by RAILWAY in the United Kingdom; distinguishing in each instance the Payments for Work done within the Year from Payments for Work done in previous Years :”

“ Of the Number and Amount of MONEY-ORDERS issued and paid in the United Kingdom during the Year ending the 5th day of January 1840, and each subsequent Year :”

“ And, of the Expense of the MONEY-ORDER OFFICE, and the Amount received for COMMISSION during the Year ending the 31st day of December 1852.”

General Post-Office, }
1 July 1853. }

W. L. MABERLY,
Secretary.

(*Mr. Charles Villiers.*)

Ordered, by The House of Commons, to be Printed,
4 July 1853.

RETURN, as nearly as can be estimated, of the Number of CHARGEABLE LETTERS delivered in the United Kingdom, in the Year immediately preceding the First General REDUCTION of POSTAGE on the 5th day of December 1839, and for each complete Year subsequent thereto; also, for the First Year, the Number of FRANKS, and, for the Last Year, and up to as late a Period as practicable, the Number of LETTERS for each Week in which they were counted.

YEAR ENDING 31st DECEMBER.	ENGLAND AND WALES.			TOTAL, England and Wales.	TOTAL, Ireland.	TOTAL, Scotland.	GROSS TOTAL, United Kingdom.
	Country Offices.	London, Inland, Foreign, and Ship.	London District Post.				
Estimated Number of Letters - - 1839	- - -	- - -	- - -	59,982,520	8,301,904	7,623,148	75,907,572
Estimated Number of Franks - - 1839	- - -	- - -	- - -	5,172,284	1,054,508	336,232	6,563,024
Estimated Number of Letters - - 1840	88,071,308	23,559,835	20,372,382	132,003,525	18,210,642	18,554,167	168,768,344
" " 1841	108,395,677	27,966,722	23,108,722	154,471,121	20,794,297	21,234,772	196,500,191
" " 1842	111,115,489	29,385,282	23,389,942	163,890,713	22,328,154	22,215,583	208,434,451
" " 1843	117,704,474	30,908,743	24,881,410	173,494,627	23,482,463	23,473,216	220,450,306
" " 1844	129,096,023	33,575,986	26,980,460	189,652,419	25,937,188	26,502,077	242,091,684
" " 1845	147,227,431	36,097,711	30,828,486	214,153,628	28,587,993	28,669,168	271,410,789
" " 1846	162,624,024	39,993,681	33,261,050	235,878,755	32,572,947	31,135,060	299,586,762
" " 1847	175,023,407	43,757,540	34,630,817	253,411,764	35,473,316	33,261,163	322,146,243
" " 1848	180,716,102	45,991,153	33,672,747	260,380,002	34,887,481	33,563,101	328,830,184
" " 1849	187,382,329	45,845,683	33,960,398	267,188,410	35,463,913	34,746,876	337,399,199
" " 1850	192,508,628	44,856,170	38,887,844	276,252,642	35,388,895	35,427,534	347,069,071
" " 1851	199,746,304	47,819,499	40,585,952	288,151,755	35,982,782	36,512,649	360,647,187
" " 1852	212,633,733	51,171,423	40,403,207	304,208,363	37,449,953	37,843,182	379,501,499
Week ending,							
21 January 1852 - -	4,102,553	957,053	812,017	5,871,623	738,488	711,827	7,321,938
21 February " - -	4,167,245	985,373	871,597	6,024,215	720,674	742,880	7,487,769
21 March " - -	3,961,060	981,820	797,336	5,740,216	718,055	716,716	7,174,987
21 April " - -	3,988,992	961,247	807,449	5,757,688	703,554	708,530	7,169,772
21 May " - -	3,963,400	959,187	813,176	5,735,763	697,077	709,917	7,142,757
21 June " - -	4,017,278	984,752	824,116	5,826,146	687,703	715,671	7,229,520
21 July " - -	4,107,359	965,187	813,709	5,886,255	729,220	710,298	7,325,773
21 August " - -	4,111,876	957,635	664,734	5,734,245	724,138	737,831	7,196,214
21 September " - -	4,180,370	959,892	660,780	5,801,042	725,230	726,178	7,252,450
21 October " - -	4,219,277	1,004,630	732,189	5,956,096	722,925	730,468	7,409,489
21 November " - -	3,991,253	1,062,638	701,122	5,755,013	725,408	742,928	7,223,349
21 December " - -	4,258,660	1,029,376	825,592	6,113,628	749,825	779,798	7,643,251
21 January 1853 - -	4,404,544	1,021,021	854,914	6,280,479	757,707	758,712	7,796,898
21 February " - -	4,499,007	1,026,056	901,295	6,426,358	766,813	788,389	7,981,560
21 March " - -	4,388,133	1,063,690	831,531	6,283,354	747,265	784,012	7,814,631

AN ACCOUNT, showing the Gross and Net Post-Office Revenue and the Cost of Management for the United Kingdom, for the Year ending the 5th January 1838, and for each subsequent Year, excluding from the Account, whether of Gross Revenue or Cost of Management, any Advances that may have been made by the ENGLISH to the IRISH Post-Office, and Advances to the MONEY-ORDER OFFICE; also disregarding, in the Return for each Year, any Old Debts written off, or Postage remitted, or any other Deductions which relate to previous Years.

YEAR ENDING.	Gross Revenue. *			Cost of Management. †			Net Revenue.			Postage Charged on the Government Departments.			Net Revenue, exclusive of Charges on the Government Departments.		
	£.	s.	d.	£.	s.	d.	£.	s.	d.	£.	s.	d.	£.	s.	d.
5 January 1838	-	2,339,737	18 3½	687,313	10 7½	1,652,424	7 7½	38,528	12 -	1,613,895	15 7½				
" 1839	-	2,346,278	- 9½	686,768	3 6½	1,659,509	17 2½	45,156	- 11	1,614,363	16 3½				
" 1840 †	-	2,390,763	10 1½	756,999	7 4	1,633,764	2 9½	44,277	13 4	1,589,486	9 5½				
" 1841	-	1,359,466	9 2	858,677	- 5½	500,789	8 8½	90,761	3 2	410,028	5 6½				
" 1842	-	1,499,418	10 11½	938,168	19 7½	561,249	11 4½	118,255	15 10	447,993	15 6½				
" 1843	-	1,578,145	16 7½	977,504	10 3	600,641	6 4½	122,161	8 9	478,479	17 7½				
" 1844	-	1,620,867	11 10	980,650	7 5½	640,217	4 4½	116,503	1 -	523,714	3 4½				
" 1845	-	1,705,067	16 4	985,110	13 10½	719,957	2 5½	109,232	13 5½	610,724	8 11½				
" 1846	-	1,887,576	13 11½	1,125,594	5 -	761,982	8 11½	101,190	19 -½	660,791	9 11½				
" 1847	-	1,963,857	9 9½	1,188,745	2 4½	825,112	7 5	100,354	19 -	724,757	8 5				
" 1848	-	2,181,016	16 -½	1,196,520	1 6½	984,496	14 6	121,290	13 9	863,206	- 9				
" 1849	-	2,143,679	19 6	1,403,250	13 2½	740,429	6 4	115,902	18 7	624,526	12 9				
" 1850	-	2,165,349	17 9½	1,324,562	16 10	840,787	- 11½	106,923	18 -	733,863	2 11½				
" 1851	-	2,264,684	5 3½	1,460,785	13 10½||	803,898	11 5½	109,523	13 7	694,374	17 10½				
" 1852	-	2,422,168	4 1½	1,304,163	12 8½	1,118,004	11 4½	167,129	3 7¶	950,875	7 9½				
" 1853 **	-	2,434,326	16 7	1,343,907	3 1½	1,090,419	13 5½	124,977	11 10	965,442	1 7½				

* Namely, the Gross Receipts, after deducting the Returns for "Refused Letters," &c.

† Including all payments out of the Revenue in its progress to the Exchequer, except advances to the Money-Order Office. Of these sums, 10,307 l. 10 s. per annum is for Pensions, and forms no part of the Disbursements on account of the service of the Post-Office.

‡ This year includes one month of the Fourpenny Rate.

§ This includes a payment of 196,086 l. 5 s. 1 d., for the conveyance of Mails by Railway in previous years.

|| This includes a payment of 192,975 l. 13 s. 11 d., for the conveyance of Mails by Railway in previous years.

¶ This includes the sum of 31,899 l. 16 s. 2 d., chargeable against the "Census" Office in the year.

** Therevenue and expenditure of the North American provinces, amounting, for the last complete year, to 96,164 l. 2 s. 2 d. and 71,171 l. 13 s. 4 d., respectively, no longer appear in the accounts of this Department, with the exception that the present year's accounts include one quarter's revenue and expenditure for Canada.

RETURN of the PAYMENTS made by the Post-Office during the Year ended the 5th day of January 1838, and each subsequent Year, for the Conveyance of the MAILS by RAILWAY in the United Kingdom, distinguishing in each instance the Payments for Work Done within the Year from Payments for Work Done in previous Years.

PAYMENTS made during the Year ended				For Work Done within the Year.			For Work Done in previous Years.			TOTAL PAYMENTS.		
				£.	s.	d.	£.	s.	d.	£.	s.	d.
5 January 1838	-	-	-	1,312	13	11	321	15	-	1,743	19	11 *
" 1839	-	-	-	12,623	1	10	240	10	5	13,007	13	9 *
" 1840	-	-	-	48,250	6	5	4,479	14	9	52,860	8	8 *
" 1841	-	-	-	51,317	19	2	483	7	6	52,362	18	6 *
" 1842	-	-	-	86,018	15	7	9,299	12	3	96,190	4	6 *
" 1843	-	-	-	75,558	6	8	2,511	18	11	78,464	13	8 *
" 1844	-	-	-	82,624	2	2	14,236	8	3	97,526	14	1 *
" 1845	-	-	-	68,221	15	3	28,087	19	3	92,493	16	10 *
" 1846	-	-	-	71,013	12	9	108,893	13	9	181,111	5	5 *
" 1847	-	-	-	75,615	11	-	33,850	3	2	110,430	19	4 *
" 1848	-	-	-	82,259	10	9	38,261	2	9	121,859	18	4 *
" 1849	-	-	-	120,855	2	-	196,086	5	1	318,631	7	6 *
" 1850	-	-	-	128,713	11	2	99,583	11	-	230,079	5	10*†
" 1851	-	-	-	206,357	2	6	192,975	13	11	400,964	3	1 *
" 1852	-	-	-	155,575	15	8	87,272	5	5	242,848	1	1
" 1853	-	-	-	194,000	9	-	135,963	5	4	329,963	14	4

* The amounts marked (*) include certain sums (being the amounts paid by Postmasters) which do not appear in the preceding columns, as the payments for these services cannot be distinguished; the amounts, however, are not large.

† In addition to this amount, a sum of 25,000 l. was paid to the Chester and Holyhead Railway Company on account; but the portion for the work done in previous years cannot be distinguished, the rate of payment not having been then fixed.

RETURN of the Number and Amount of MONEY-ORDERS issued and paid in the United Kingdom during the Year ending the 5th January 1840, and each subsequent Year, the Returns being to a certain extent estimated, as respects *England*, up to the 5th April 1847, inclusive.

MONEY-ORDERS ISSUED.

For the Years ended	ENGLAND AND WALES.		IRELAND.		SCOTLAND.		TOTAL UNITED KINGDOM.	
	Number.	Amount.	Number.	Amount.	Number.	Amount.	Number.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.
5 January 1840 - -	142,723	240,063 5 4	30,015	47,296 8 4	16,183	25,765 19 4	188,921	313,124 13 -
" 1841 - -	482,784	802,827 16 8	53,507	77,167 9 2	51,526	80,980 4 5	587,797	960,975 10 3
" 1842 - -	1,290,115	2,657,969 4 3	125,170	215,382 12 8	137,560	254,155 13 4	1,552,845	3,127,507 10 3
" 1843 - -	1,767,626	3,709,778 12 2	169,910	295,878 8 11	174,444	331,520 14 3	2,111,980	4,337,177 15 4
" 1844 - -	2,086,009	4,369,344 4 10	208,179	358,884 5 3	207,335	384,612 7 1	2,501,523	5,112,840 17 2
" 1845 - -	2,333,693	4,858,885 14 9	232,525	391,692 9 9	240,585	444,817 2 10	2,806,803	5,695,395 7 4
" 1846 - -	2,627,443	5,463,453 10 7	258,144	435,330 17 3	290,539	514,576 13 4	3,176,126	6,413,361 1 2
" 1847 - -	2,881,699	5,926,473 13 11	299,521	519,877 1 5	333,859	624,706 - 11	3,515,079	7,071,056 16 3
" 1848 - -	3,286,375	6,600,658 - 2	343,156	585,454 15 10	401,654	717,064 7 9	4,031,185	7,903,177 3 9
" 1849 - -	3,463,623	6,861,803 13 -	359,043	604,192 13 8	375,785	685,298 13 -	4,203,651	8,151,294 19 8
From 6 January to 31 } December 1849 - }	3,515,839	6,880,865 11 2	358,578	592,504 14 3	374,474	679,273 12 1	4,248,891	8,152,643 17 6
From 1 January to 31 } December 1850 - }	3,677,112	7,173,622 13 11	377,436	623,732 8 6	385,165	697,143 8 2	4,439,713	8,494,496 10 7
From 1 January to 31 } December 1851 - }	3,878,497	7,518,060 14 1	392,848	653,359 19 5	389,680	709,000 2 7	4,661,025	8,880,420 16 1
From 1 January to 31 } December 1852 - }	4,158,753	8,061,061 1 11	393,879	656,110 15 1	395,193	721,106 - 2	4,947,825	9,438,277 17 2

MONEY-ORDERS PAID.

For the Years ended	ENGLAND AND WALES.		IRELAND.		SCOTLAND.		TOTAL UNITED KINGDOM.	
	Number.	Amount.	Number.	Amount.	Number.	Amount.	Number.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.
5 January 1840 - -	124,004	208,586 2 7	47,022	71,426 5 3	17,609	31,715 1 3	188,615	311,727 9 1
" 1841 - -	429,600	739,963 18 2	89,388	120,950 11 7	50,900	83,372 17 3	569,888	944,287 7 -
" 1842 - -	1,268,660	2,638,060 10 11	158,651	245,887 18 8	132,899	256,147 17 1	1,560,210	3,140,096 6 8
" 1843 - -	1,734,423	3,687,458 10 10	191,172	297,156 12 1	179,301	348,993 9 -	2,104,896	4,333,608 11 11
" 1844 - -	2,047,605	4,323,820 18 4	232,026	355,973 6 1	216,100	411,664 12 6	2,495,731	5,091,458 16 11
" 1845 - -	2,271,979	4,822,208 2 5	263,070	398,061 4 11	247,070	469,821 11 5	2,782,119	5,690,090 18 9
" 1846 - -	2,540,456	5,348,411 4 4	316,814	483,339 11 3	281,757	539,977 14 3	3,139,027	6,871,728 9 10
" 1847 - -	2,798,682	5,816,084 12 7	395,014	611,320 - 8	316,107	616,692 10 3	3,509,803	7,044,097 3 6
" 1848 - -	3,138,010	6,425,250 15 -	545,709	806,770 19 1	345,811	666,873 5 10	4,029,530	7,898,894 19 11
" 1849 - -	3,384,088	6,816,573 10 1	470,842	665,523 8 10	348,508	670,389 10 8	4,203,438	8,152,486 9 7
From 6 January to 31 } December 1849 - }	3,419,861	6,844,633 5 7	476,259	644,430 10 9	349,232	669,292 17 8	4,245,352	8,158,356 14 -
From 1 January to 31 } December 1850 - }	3,559,900	7,098,429 7 2	503,980	681,943 4 9	367,355	702,682 9 11	4,431,235	8,483,055 1 10
From 1 January to 31 } December 1851 - }	3,743,803	7,432,163 6 2	531,514	721,713 5 -	382,126	722,366 17 9	4,657,443	8,876,243 8 11
From 1 January to 31 } December 1852 - }	4,016,026	7,931,510 13 8	526,233	730,490 3 11	400,600	761,718 5 3	4,942,859	9,423,719 2 10

The Commission on Money-Orders was, on and from the 20th November 1840, reduced as follows:—

For any sum not exceeding 2 l., from 6 d. to 3 d.

For any sum above 2 l. and not exceeding 5 l., from 1 s. 6 d. to 6 d.

Money-Order Office,

(signed) F. R. Jackson, President.

RETURN of the EXPENSE of the MONEY-ORDER OFFICE, and the Amount received for COMMISSION during the Year ended the 31st December 1852.

	EXPENSES OF THE METROPOLITAN AND COUNTRY MONEY-ORDER OFFICES.							SHARE OF EXPENSES. (a)				TOTALS.	
	Salaries and Allowances.	Compensation.	Taxes and Rates.	Repairs and Fittings.	Light.	Fuel.	Stationery and Printing.	Secretary's Clerks.	Accountant-General's Office.	Receiver-General's Office.	Solicitor's Expenses.		
ENGLAND AND WALES:	£.	£.	£.	£.	£.	£.	£.	£.	£.	£.	£.	£.	£.
London { Chief Office -	21,215	30	110*	50*	90*	74	4,165(b)	757	551*	1,589*	33	28,664	
Branch Offices -	1,530	-	-	-	-	-	-	-	-	-	-	1,530	
London Receivers -	5,228	-	-	-	-	-	-	-	-	-	-	5,228	
Country Offices* -	21,301(c)	292	-	-	-	-	-	-	-	-	-	21,593	
TOTALS -	49,274	322	110	50	90	74	4,165	757	551	1,589	33		57,015
IRELAND:													
Dublin Office -	4,529	-	-	132	4	14	446	140	100	90	64	5,509	
Country Offices -	*1,836(c)	6	-	-	-	-	-	-	-	-	-	1,842	
TOTALS -	6,365	6	-	132	4	14	446	140	100	90	64		7,351
SCOTLAND:													
Edinburgh Office -	3,098	48	-	37	5*	10*	161	70	107*	261*	-	3,797	
Country Offices -	*2,506(c)	-	-	-	-	-	-	-	-	-	-	2,506	
TOTALS -	5,604	48	-	37	5	10	161	70	107	261	-		6,303
UNITED KINGDOM - £.	61,243	376	110	209	99	98	4,772	967	758	1,940	97	-	70,669

* Expenses marked thus are estimated.

(a) The following expenses are omitted in this Return; viz., expenses of general superintendence by Postmaster-general and Secretaries; expenses of Surveyors, and (except those of prosecutions) of the Solicitor for England. Rent or cost of erecting Money-Order Offices, or interest thereon, and postage of money-order advices, &c. On the other hand, no credit is taken for the addition to the ordinary revenue of the Post-office, caused by the correspondence arising from money orders.

(b) A small part only of the expense of stationery enters into the account of Post-office expenditure, but the whole expense is given in this Return.

(c) Taken at the estimate for the year 1847, with the additional allowances granted since that time to certain Postmasters, at a rate varying from 3 l. to 5 l. per thousand transactions.

AMOUNT OF COMMISSION.

ENGLAND AND WALES:	£.
Offices in London (within a circle of three miles round the General Post-office -	£. 10,886
Provincial Offices -	58,571
TOTAL for ENGLAND and WALES -	69,475
IRELAND -	6,295
SCOTLAND (including 111 l. interest on the Bank account) -	6,581
TOTAL for the UNITED KINGDOM - £.	82,333

PROFIT.

ENGLAND and WALES	£.
SCOTLAND	278
	12,720
Deduct Loss in Ireland	1,056
TOTAL -	£. 11,664

PROFIT or LOSS in each of the last Five Years.

	PROFIT.	£.
1852	-	11,664
1851	-	7,437
1850	-	3,236
1849	-	322
	LOSS.	
1848	-	5,745

(signed) *Frederic Hill,*
Assistant Secretary to the Postmaster-General.

POST OFFICE.

RETURN of the Number of CHARGEABLE LETTERS delivered in the United Kingdom in the Year immediately preceding the first general Reduction of Postage, on 5th December 1839, and for each complete Year subsequent thereto: ACCOUNT of GROSS and NET Post-Office REVENUE, and COST of MANAGEMENT, with the Payments for CONVEYANCE of MAILS by RAILWAY in the United Kingdom, in each Year from 5 January 1838; Number and Amount of MONEY-ORDERS Issued and Paid in each Year ending 5 January 1840, up to 5 April 1847; and EXPENSE of MONEY-ORDER OFFICE, and Amount received as COMMISSION during the Year 1852.

(*Mr. Charles Villiers.*)

*Ordered, by The House of Commons, to be Printed,
4 July 1853.*

707.
Under 1 oz.

POST OFFICE.

RETURN to an Order of the Honourable The House of Commons,
dated 8 March 1853 ;—for,

ACCOUNTS “ of the GROSS and NET POST-OFFICE REVENUE, including the Income derived from Foreign and Colonial Postage, and the Cost of Management, for the Year ending January 1853 :”

“ Of the CHARGES of MANAGEMENT for the United Kingdom, under the different Heads, for the Year ending January 1853 :”

“ Of the PAYMENTS made by the Post Office for the CONVEYANCE of MAILS by RAILWAY within the United Kingdom, during the Year ending January 1853 ; distinguishing in each Instance, Payments for Work done within the Year, from Payments for Work done in previous Years :”

“ Of PAYMENTS out of the POST-OFFICE REVENUE other than Charges of Management :”

“ Of the EXPENSE of the MONEY-ORDER OFFICE, and the Amount received for Commission during the Year ending January 1853 :”

“ And, of the AMOUNT paid by each of the PUBLIC DEPARTMENTS under the Head of POSTAGE, for the Year ending January 1853.”

General Post Office, }
7 July 1853. }

W. L. MABERLY,
Secretary.

AN ACCOUNT showing the GROSS and NET POST-OFFICE REVENUE, including the Income derived from Foreign and Colonial Postage, and the Cost of Management for the United Kingdom, for the Year ended 5th January 1853.

YEAR ENDED	GROSS REVENUE.	RETURNED LETTERS, &c.	COST of MANAGEMENT.	Charges other than those of Management.	NET REVENUE.
	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.
* 5 January 1853 -	2,480,279 10 2½	† 45,952 13 7½	1,327,562 18 10½	16,344 4 3	1,090,419 13 5½

* The Revenue and Expenditure of the North American Provinces, amounting, for the last complete year, to 96,164 l. 2 s. 2 d., and 71,171 l. 15 s. 4 d. respectively, no longer appear in the Accounts of this Department, with the exception that the present year's accounts include One Quarter's Revenue and Expenditure for Canada.

† This includes the Sum of 18,982 l. 13 s., the amount of Postage charged on the East India Company, written off by order of the Lords of Her Majesty's Treasury.

General Post Office, }
16 April 1853. }

(signed) Charles Compton,
Accountant-General.

AN ACCOUNT of the CHARGES of MANAGEMENT for the United Kingdom, under the different Heads, for the Year ended 5th January 1853.

Salaries and Allowances :			
Salaries to Postmaster-General, Officers and Clerks, wages and allowances to Letter-carriers and Messengers - - - - -	£.	s.	d.
Salaries and allowances to Deputy Postmasters and Agents, including those in the Colonies and Foreign Countries, wages to Letter-carriers, &c. - - -	301,018	1	9½
	256,137	6	10
			557,155 8 7½
Poundage :			
Poundage on sale of Postage Stamps - - -	11,605	11	9
Ditto to Letter Receivers on Money Orders - -	6,536	14	11½
			18,142 6 8½
Special Services :			
Special Services and Travelling Charges - - -	-	-	-
			38,588 10 8½
Conveyance of Mails, Riding Work, &c. :			
Conveyance of Mails by Railway - - - -	382,884	6	6
Riding Work, &c. by Deputy Postmasters - -	169,397	5	6½
Mileage of Mail Coaches and other coach expenses, including wages to Mail Coach Guards - -	99,619	2	6
Tolls paid on Mail Coaches - - - - -	3,084	1	6½
Conveyance of Mails in British North America and Jamaica, - - - - -	12,866	13	8½
Payments to Foreign Governments for conveyance of Mails - - - - -	3,351	12	3
Ship-letter Gratuities - - - - -	8,615	13	3
			629,618 15 3½
Rents and Taxes :			
Rent of Offices, Taxes and Tithes - - - -	-	-	-
			7,536 17 7½
Buildings, Repairs and Contingencies :			
Buildings and Repairs - - - - -	13,314	19	6½
Coals, Candles, Oil and Gas - - - - -	5,103	13	2
Tradesmen's Bills - - - - -	4,962	10	1
			23,381 2 9½
Law Charges :			
Amount paid for Law Charges - - - - -	-	-	-
			2,851 15 6½
Stationery, Printing, &c. :			
Stationery and Printing, &c. - - - - -	965	7	½
Official Postage - - - - -	24,406	1	4
			25,371 8 4½
Superannuation Allowances :			
Amount of Superannuation Allowances paid in the year to 5th January 1853 - - - - -	-	-	-
			* 14,135 1 3
Allowances for Offices Abolished, and Compensations :			
Allowances for Offices abolished - - - -	4,552	16	7
Compensation for loss of emoluments - - -	3,673	6	1½
			8,226 2 8½
Other Payments :			
Allowances to wounded men, and widows of seamen late of the Packet Service - - - - -	365	19	4
Loss by exchange on Colonial Remittances - -	264	3	11½
Miscellaneous Payments - - - - -	1,725	6	-
			2,355 9 3½
TOTAL - - - £.			1,327,562 18 10½

* This is the net sum paid for Superannuation Allowances, after deducting 4,473 l. 13 s. 6 d. for the United Kingdom, as abatements from salaries of officers appointed subsequently to August 1829, under provision of the Act 4 & 5 Will. 4, c. 24.

General Post Office, }
16 April 1853. }

(signed) Charles Compton,
Accountant-General.

RETURN of the PAYMENTS made by the Post Office for the CONVEYANCE of MAILS by RAILWAY, within the United Kingdom, during the Year ending 5 January 1853, distinguishing the Payments for Work done within the Year from Payments for Work done in previous Years.

	For Work done Within the Year.	For Work done in Previous Years.	TOTAL PAYMENTS.
	£. s. d.	£. s. d.	£. s. d.
5th day of January 1853 -	194,000 9 -	135,963 5 4	329,963 14 4

16 March 1853.

(signed) *W. T. Wedderburn.*

AN ACCOUNT of PAYMENTS out of the Post-Office Revenue of *Great Britain*, in its Progress to the Exchequer, other than Charges of Management, in the Year ended 5 January 1853.

PARLIAMENTARY GRANTS.	£. s. d.
To his Grace the Duke of Marlborough - - - - -	4,000 - -
To his Grace the Duke of Grafton - - - - -	3,407 10 -
To the Heirs of his Grace the Duke of Schomberg - - - - -	2,900 - -
Money paid the Commissioners for carrying into execution the several Acts relating to the issue of Exchequer Bills for Public Works, on Account of the Milford Road Fund, being the estimated produce of the Additional Duty levied under the authority of the Act, 6 Will. 4, c. 25, one year to the 5th January 1852 - - - - -	437 12 6
Amount repaid to Canada, under the provisions of the Act 7 & 8 Viet. c. 49, on Account of the Surplus Revenue belonging to that Colony, for the years ended 5th July 1849 and 1850 - - - - -	5,599 1 9
TOTAL - - - £.	16,344 4 3

General Post Office, }
16 April 1853. }

(signed) *Chas. Compton,*
Accountant-General.

RETURN of the EXPENSE of the MONEY-ORDER OFFICE, and the Amount received for Commission, during the Year ended 31st December 1852.

	EXPENSES OF THE METROPOLITAN AND COUNTRY MONEY ORDER OFFICES.							SHARE OF EXPENSES.*				TOTALS.	
	Salaries and Allowances.	Compensations.	Taxes and Rates.	Repairs and Fittings.	Light.	Fuel.	Stationery and Printing.	Secretary's Clerks.	Accountant-General's Office.	Receiver-General's Office.	Solicitor's Expenses.		
ENGLAND AND WALES :	£.	£.	£.	£.	£.	£.	£.	£.	£.	£.	£.	£.	£.
London { Chief Office - - - -	21,215	30	*110	*50	*90	74	4,165 ^b	757	*551	*1,589	33	28,664	
{ Branch Offices - - - -	1,530	-	-	-	-	-	-	-	-	-	-	1,530	
London Receivers - - - -	5,228	-	-	-	-	-	-	-	-	-	-	5,228	
Country Offices - - - -	*21,301	292	-	-	-	-	-	-	-	-	-	21,593	
TOTALS - - - £.	49,274	322	110	50	90	74	4,165	757	551	1,589	33	-	57,015
IRELAND :													
Dublin Office - - - -	4,529	-	-	122	4	14	446	140	100	90	64	5,509	
Country Offices - - - -	*1,836 ^c	6	-	-	-	-	-	-	-	-	-	1,842	
TOTALS - - - £.	6,365	6	-	122	4	14	446	140	100	90	64	-	7,351
SCOTLAND :													
Edinburgh Office - - - -	3,098	48	-	37	*5	*10	161	70	*107	*261	-	3,797	
Country Offices - - - -	*2,506 ^c	-	-	-	-	-	-	-	-	-	-	2,506	
TOTALS - - - £.	5,604	48	-	37	5	10	161	70	107	261	-	-	6,303
UNITED KINGDOM - - - £.	61,243	376	110	209	99	98	4,772	967	758	1,940	97	-	70,669

* Expenses marked thus * are estimated.

(^a) The following Expenses are omitted in this Return : viz., expenses of general superintendence by Postmasters-general and Secretaries: expenses of Surveyors and (except those of prosecutions), of the Solicitor for England; rent, or cost of erecting Money-order Offices, or interest thereon, and postage of Money-order Advices, &c. On the other hand, no credit is taken for the addition to the ordinary revenue of the Post-office caused by the correspondence arising from Money Orders.

(^b) A small part only of the expense of stationery enters into the account of Post-office expenditure, but the whole expense is given in this Return.

(^c) Taken at the estimate for the year 1847, with the additional allowances granted since that time to certain Postmasters, at a rate varying from 3 l. to 5 l. per thousand transactions.

AMOUNT OF COMMISSION:

ENGLAND AND WALES:	£.	£.
Offices in London within a circle of three miles round the General Post Office - - -	10,886	
Provincial Offices - - - - -	58,571	
TOTAL for ENGLAND and WALES - - - £.		69,457
IRELAND - - - - -		6,295
SCOTLAND (including 111 l. interest on the Bank Account) - - - - -		6,581
TOTAL for the UNITED KINGDOM - - - £.		82,333

PROFIT:	£.
England and Wales - - - -	12,442
Scotland - - - - -	278
	12,720
Deduct Loss in Ireland - - -	1,056
	£. 11,664

PROFIT OR LOSS IN EACH OF THE LAST FIVE YEARS:					
PROFIT:					£.
1852 - - - - -					11,664
1851 - - - - -					7,437
1850 - - - - -					3,236
1849 - - - - -					322
Loss:					
1848 - - - - -					£. 5,745

(signed) *Frederic Hill,*
Assistant Secretary to the Postmaster-General.

UNITED KINGDOM.

AN ACCOUNT of the AMOUNT Paid by each of the PUBLIC DEPARTMENTS under the head of POSTAGE,
for the Year ended 5 January 1853.

GREAT BRITAIN.				£.	s.	d.	IRELAND.				£.	s.	d.
Adjutant-General's Office	-	-	-	14,806	13	4	Adjutant-General's Office	-	-	-	186	1	10
Admiralty	-	-	-	10,740	7	9	Board of Education	-	-	-	687	14	3
Audit Office	-	-	-	7,167	10	11	Board of Public Works	-	-	-	563	4	3
Board of Trade	-	-	-	1,057	5	8	Census Commissioners	-	-	-	1,228	4	6
Lord Chancellor	-	-	-	14	17	9	Central Loan Fund	-	-	-	149	1	7
Chelsea Hospital	-	-	-	134	18	8	Chief and Under Secretary	-	-	-	1,298	4	2
Colonial Office	-	-	-	9,806	13	2	Commander of the Forces	-	-	-	28	19	9
Commander-in-Chief	-	-	-	638	14	4	Commissariat	-	-	-	12	-	8
Census Office	-	-	-	249	15	4	Constabulary	-	-	-	1,755	5	7
Colonial Land Commissioners	-	-	-	665	7	9	Customs	-	-	-	-	6	6
Council Office	-	-	-	3,409	18	1	General Post-Office	-	-	-	2,376	3	8
Customs	-	-	-	4,294	17	3	Lord Lieutenant and Private Secretary	-	-	-	92	8	4
Excise Office	-	-	-	845	16	11	Ordnance Survey	-	-	-	13	5	4
Foreign Office	-	-	-	11,513	2	1	Ordnance Office (Castle)	-	-	-	80	6	1
General Post Office	-	-	-	20,796	9	7	Paymaster of Civil Services	-	-	-	71	10	-
Home Office	-	-	-	2,338	3	3	Poor Law Commissioners	-	-	-	2,953	14	8
Inclosure Commissioners	-	-	-	464	16	8	Quartermaster-General	-	-	-	88	1	5
Stamps and Taxes	-	-	-	2,695	4	11	Registrar-General	-	-	-	389	5	10
Irish Office	-	-	-	55	19	7	Stamp Office	-	-	-	109	15	6
Quartermaster General	-	-	-	308	19	9							
Registrar of Merchant Seamen	-	-	-	2,330	-	3							
Ordnance Office	-	-	-	6,359	18	10							
Paymaster-General's Office	-	-	-	523	16	9							
Poor Law Commissioners	-	-	-	2,136	17	9							
Railway Commissioners	-	-	-	63	11	6							
Registrar-General	-	-	-	8,364	4	-							
Treasury	-	-	-	3,886	10	9							
Tithes Commissioners	-	-	-	715	19	9							
War Office	-	-	-	30,068	18	11							
Woods and Forests	-	-	-	294	8	8							
Works and Buildings	-	-	-	136	19	9							
TOTAL	-	-	-	£.	136,886	19	8						

* This Amount shows the sum actually paid by the various Government Departments, including the Post-office, during the year ended the 5th January 1853.

Note.—The whole of the East India Company's Postage, amounting in the year to £.18,982. 13., is written off, by order of the Lords of Her Majesty's Treasury.

General Post-Office,
16 April 1853. }

(signed) Chas. Compton,
Accountant-General.

POST OFFICE.

ACCOUNTS of the Gross and Net Revenue of the Post Office, with the Charges of Management; of the Payments made by the Post Office for Conveyance of Mails by Railway, within the United Kingdom; of Payments other than Charges of Management; of the Expense of the Money Order Office, and Amount Received for Commission; and Amount paid by each Public Department under the head Postage; for the Year ending January 1853.

(Lord Seymour.)

*Ordered, by The House of Commons, to be Printed,
11 July 1853.*

POST OFFICE.

RETURN showing the Number of WARRANTS issued by any Secretary of State, for detaining or opening of LETTERS in the Post Office, in each Year, from 1846 to the present Date, inclusive; and the NAMES of the SECRETARIES OF STATE who have signed such Warrants.

(Lord Dudley Stuart.)

*Ordered, by The House of Commons, to be Printed,
8 July 1853.*

POST OFFICE.

RETURN to an Address of the Honourable The House of Commons,
dated 13 May 1853;—for,

“ RETURN showing the Number of WARRANTS issued by any Secretary of State, for detaining or opening of LETTERS in the POST OFFICE, in each Year, from 1845 to the present Date inclusive, and the NAMES of the SECRETARIES OF STATE who have signed such Warrants, distinguishing the Reasons for which such Warrants have been issued, and the Number of Persons to whom the Warrants were applicable, and the Number of Letters detained or opened under each Warrant (in continuation of a Return contained in the Report of the Secret Committee of the House of Commons in 1844 on the Post Office.)”

RETURN showing the Number of WARRANTS issued by any Secretary of State, for detaining or opening of LETTERS in the POST OFFICE, in each Year, from 1845 to the present Date inclusive, and the NAMES of the SECRETARIES OF STATE who have signed such Warrants, distinguishing the Reasons for which such Warrants have been issued, and the Number of Persons to whom the Warrants were applicable; so far as relates to the Secretary of State for the Home Department.

1 Warrant in November 1848, signed by Sir George Grey, in a case of embezzlement; applicable to one person.

1 Warrant in August 1849, signed by Sir George Grey, in a case of murder; applicable to one person.

1 Warrant in November 1850, signed by Sir George Grey, to return a letter to the writer.

1 Warrant in November 1850, signed by Sir George Grey, in a case of fraudulent bankruptcy; applicable to one person.

1 Warrant in January 1853, signed by Lord Palmerston, to return a letter to the writer.

1 Warrant in April 1853, signed by Lord Palmerston, in a case of embezzlement by a country postmaster; applicable to one person.

Whitehall, }
3 May 1853. }

H. WADDINGTON.

POST OFFICE.

RETURN to an Order of the Honourable The House of Commons,
dated 1 April 1852 ;—for,

COPIES “ of all the **MEMORIALS** which have been received at the **TREASURY** or the **GENERAL POST OFFICE**, from the **OFFICERS** in the **INLAND DEPARTMENT** in the General Post Office, *Edinburgh*, since the year 1839, praying for an Increase or Revision of the Scale of their Salaries : ”

“ Of the **ANSWERS** to each **MEMORIAL**, and of the **REPORTS** of the **OFFICERS** to whom such **Memorials** may have been referred for their Opinion thereon : ”

“ Of the **SCALES** of **SALARIES** established from time to time in the **Inland Department** of the Post Offices in *London, Edinburgh, and Dublin*, respectively, since the year 1830, with any Alterations that may have been adopted in such Scales, and the respective Dates thereof, the Names of the present Officers in such Departments, the Dates of their Appointments, their present Salaries, and specifying any other Emoluments of such Officers : ”

“ And, of the Number of **OFFICERS** who have been added to each of the above **Inland Offices** since 1830. ”

General Post Office, }
23 June 1852. }

W. L. MABERLY,
Secretary.

(Mr. Cowan.)

Ordered, by The House of Commons, to be Printed,
29 November 1852.

RETURN furnishing COPIES of all the MEMORIALS which have been received at the TREASURY or the GENERAL POST OFFICE, from the OFFICERS in the INLAND DEPARTMENT in the General Post Office, *Edinburgh*, since the Year 1839, praying for an Increase or Revision of the Scale of their Salaries : Of the ANSWERS to each MEMORIAL, and of the REPORTS of the OFFICERS to whom such Memorials may have been referred for their Opinion thereon.

Unto the Right Honourable the Earl of *Lichfield*, Her Majesty's Postmaster-General.

(C.)—THE PETITION of the undersigned Officers of the Inland Office, General Post Office, *Edinburgh*,

Humbly sheweth,

THAT there are at present 33 officers belonging to this department ; of whom 18 are juniors, eight of whom are on a salary of 70*l.* per annum, and 10, including the last six appointments, are on salaries of 60*l.* per annum.

The salary which your Lordship's petitioners receive is 60*l.* per annum. It is a fixed salary, which does not increase by service or otherwise, and which is barely sufficient to maintain your Lordship's petitioners in the poorest circumstances.

Your Lordship's petitioners would humbly and respectfully remind your Lordship, that previous to last year officers were not admissible into this office who exceeded 20 years of age, at which time your Lordship was pleased to declare that officers shall be for the future admissible under 30 years of age.

In requesting your Lordship's attention to the inadequacy of the salary given to the junior class for the support of their station in society, your Lordship's petitioners would further represent that, from the number allotted to the junior class, to those who are not immediately at the top, many years (even at the highest calculation) must intervene, if they ever arrive at a salary which affords fair remuneration for their services.

The valuable and responsible duties which your Lordship's petitioners have to perform, the irregular and untimely hours at which they labour, your Lordship's petitioners humbly think entitle them to be placed in a situation of respectability, which their present remuneration prevents them from enjoying, and their present prospects give them small hope of aspiring to.

Your Lordship's petitioners therefore humbly request your Lordship's attention to their present situation, and humbly crave your Lordship to extend to them the benefit of a scale by which they will be entitled to an increase of salary from length of service.

We humbly trust your Lordship will be pleased to take our petition into your Lordship's favourable consideration.

And your Lordship's petitioners shall ever pray.

(signed) *G. Hailing*,

3 November 1840.

And Nine others.

President of the Inland Office, *Edinburgh*, to the Secretary of the Post Office, *Edinburgh*.

Sir,

Inland Office, 3 November 1840.

I BEG to enclose a memorial to the Postmaster-general, which I have just received from the junior officers of this department. As by the existing arrangements they can scarcely be said to have any prospect to look forward to, I trust my Lord will be pleased to take their case into consideration.

Sir Edward Lees,
&c. &c. &c.

I am, &c.
(signed) *J. Moule*.

Unto the Right Honourable the Earl of *Lichfield*, Postmaster-General.

THE MEMORIAL of the Two Senior Classes of Clerks in the Inland Department,
General Post Office, Edinburgh,

Humbly sheweth,

THAT in February last, when, in consequence of the introduction of the penny-post system, an addition of six clerks was made to this department, it was understood by your memorialists that an increase was also recommended to the higher classes in the Inland Office, which it was not deemed expedient to enter into until such time as the whole number of clerks required should be ascertained by experience.

That as the time may now be approaching when your Lordship may see fit to make a permanent arrangement as to the establishment of this office, your memorialists humbly trust, in any revision which may take place in the scale of salaries for this department, that your Lordship may be pleased to take their case into your gracious consideration.

That your memorialists' situations being of a highly responsible nature, and the trust reposed in them necessarily very great, they humbly conceive that the remuneration for their services should be such as to enable them to fill that respectable station in society which may be expected of those holding situations of public importance, but from which their present small income precludes them; and when it is taken into consideration that their future prospects as regards increase of salary for length of service is so very limited, and that there is almost no situation affording greater emolument, connected with this department, to which they can look forward, your memorialists trust these considerations will weigh with your Lordship in fixing any permanent scale.

Your memorialists beg to state that the maximum salary of the first class of clerks is 230 £., after 20 years' service; that there is no increase after that period, and that this is the ultimate maximum to which in all probability any of your memorialists will ever arrive; the number in this class being only five, very few of them will ever attain even to that, the length of all your memorialists' services ranging from 15 to 20 years, and their ages, from peculiar circumstances, being nearly equal.

That your memorialists beg leave further to state to your Lordship, that they have to contend with many difficulties peculiar to this office; their labour is both arduous and long, and at the most unseasonable hours, extending, with intervals, from four in the morning till eleven at night, the duty being the same on Sundays as on other days, thereby requiring a service from your memorialists of 52 days in the course of the year more than in any other public office; that during the winter months the attendance is still more severe by the detention of the mails, which often causes the duty to extend over the whole 24 hours; this circumstance creates extra expenditure to your memorialists for which they receive no allowance; and the early and late hours of attendance render it necessary for them to live contiguous to the office, where rents are high and subject to a greater local taxation than in more remote districts of the city.

May your memorialists therefore hope that your Lordship will be pleased to take these statements into your kind consideration, and cause the present scale of salaries to be revised, and to grant such an increase as to your Lordship shall seem fit. And your memorialists shall ever pray.

Edinburgh, 9 November 1840.

(signed) *G. G. Bruce,*
and Twelve others.

Mr. *A. G. Sommerville*, Vice-President Inland Office, Edinburgh, to the
Secretary of the Post Office, Edinburgh.

Sir,

Inland Office, Edinburgh, 19 November 1840.

In reference to a memorial lately addressed to the Postmaster-general of the first and second class of clerks in this office, to which I adhibited my signature, I intimated to Mr. Moule that I had felt it necessary to sign in the order of my

standing in the office, as my salary was regulated exclusively by that rotation under the existing practice; but from the great kindness you have always shown towards me, I now venture to address you personally on the subject.

In 1822 I was appointed junior clerk in the Inland Office, and in 1834, though still a junior to many of the clerks in this department, I had the honour to be selected to the very important and responsible situation of second vice-president; and on the retirement of Mr. Gibson I was promoted to the situation of first vice-president; but this promotion only gave me an addition of 10 *l.* per annum, as it was decided that the 300*l.* per annum enjoyed by that gentleman as one of the only two senior officers entitled to that salary should fall to the next clerk in the rotation. By this regulation my subordinate officer in rank, who discharges no duty of peculiar importance, obtains a higher salary than myself by 80*l.*, while I am placed in a situation of authority and ostensible respect, with nothing to support that respect, beyond the trifling allowance of 30*l.* per annum. In the hope of procuring a revision of the present practice, that we may be put on a more respectable footing as presidents, to which I humbly conceive their rank in the office entitles them, and which must be of the utmost importance in keeping up that subordination upon which most materially depends the correct working of any establishment so large as that of the Inland Office, Edinburgh.

Sir Edward S. Lees,
&c. &c. &c.

I have, &c.
(signed) A. G. Sommerville,
Vice-President.

President of the Inland Office, Edinburgh, to the Secretary of the Post Office,
Edinburgh.

Sir,

Inland Office, 10 November 1840.

THE senior clerks of this department have transmitted to me the enclosed memorial to the Postmaster-general, which enters so fully into the details of their case that it is unnecessary for me to give any explanation. I trust his Lordship will be good enough to give it his serious consideration.

With it I beg to enclose a letter I have received from the two vice-presidents, and as I think there are peculiar hardships in their situation, I shall venture to make a few observations on their case; the only difficulty I have in so doing is that I may appear to be bringing forward my own indirectly by this means; but for myself I assure you I have no intention of obtruding my claims, either directly or indirectly, and leave them entirely to his Lordship's own discretion; and in this recommendation of the case of the vice-presidents I wish it to be determined on its own merits, without reference to my own situation in any degree.

These two officers hold responsible situations that require superior energy and activity, and confidential trust sometimes of a very delicate nature, and the appointment is one that is considered an honour, and ought to be one, which would be looked up to as a reward for good conduct; but the only remuneration attached to their appointments as vice-presidents is 30*l.* per annum to the senior, and 20*l.* to the junior; and as the salaries of these officers, according to their rotation in the office, is only 190*l.* per annum each, the one has only 220*l.* and the other 210*l.*, the one having served 18 years and the other near 17. Surely this is not a salary adapted to a situation of this nature. If the present principle of selecting the presidents from the body of the office, and leaving them to take their salaries according to their standing in the office, is to be continued, I feel bound to recommend that the emolument for the duties of president be made such as may be more commensurate with the responsibility and trust reposed in these officers, and may make the situation one of anxious competition and suitable reward; but I confess I think it more desirable that they should not be considered as occupying their ordinary rotation in the office, but be special appointments, altogether apart from the body of the officers, with definite salaries attached to them, subject to a scale of length of service. It is clear that in proportion the respectability of this office is increased, its influence, and consequent utility, is also increased. I have no intention of presuming to enter into details as to what may be the proper scale of remuneration, but I am sure, my Lord, the Postmaster-general will admit that 220*l.* per annum is not a reward for

for 18 years' service of a meritorious officer, promoted to this situation for his good conduct. Mr. Sommerville's case I consider one of peculiar hardship, as it is impossible that any one can be more anxious to discharge the duties entrusted to him with fidelity and zeal, and there is not a more willing and active officer in the service. I have much pleasure in bearing my humble testimony to his uniform desire to make himself useful, and if the personal merits of the individual can add to the urgency of the official principle, in his case they are both united.

It may be right to state that I am under the necessity of suggesting the appointment of a third vice-president, and my reasons for this I shall enter into in a separate report; I merely think it proper to allude to this in connexion with the consideration of the scale of salary.

Sir Edward S. Lees,
&c. &c. &c.

I am, &c.
(signed) J. Moule.

EXTRACT of LETTER from the Secretary of the Post Office, Edinburgh, to
Lieutenant-colonel *Maberly*, General Post Office.

Sir,

Edinburgh, 20 November 1840.

I BEG to transmit herewith representations which have been made to me from various offices of this department for increase of salary; and I candidly confess that, with every anxiety to ameliorate the condition of the parties concerned, I would willingly have deferred doing so, convinced as I am that so great have been the expenses of the department lately, from various causes, and the addition to the establishment which has very recently been applied for, that a more unfavourable opportunity could not have been selected for approaching the Treasury with hopes of success for adding permanently to these expenses by an augmentation of salaries. Upon mentioning my apprehensions, however, on this point to Mr. Moule, the president, he stated to me that he was sure the applicants of his branch would prefer my sending their memorials forward, and abiding the result. I have, consequently, no alternative.

(B.) The next application is from the two senior classes of clerks in the Inland Office, who pray for a revision of the scale which affects them, and also for such increase of income as to the Postmaster-general may seem fit. The number of individuals comprising the first class is limited to five; and the maximum of salary to which they can aspire, and that after 20 years' service, is 230 *l.* Again, none of those five as yet enjoy this salary, but they all have 190 *l.* a-year. The first two have very nearly completed their 20 years, and in the ensuing quarter will both be entitled to the advance. The next two officers of the five will be entitled to the highest rate in the October quarter of 1842, and the remaining officers of this class will come on the augmentation in October 1843.

The officers of the second class are eight in number, and their salaries rise from 120 *l.* to 200 *l.* a year, according to their length of service, from 10 to 20 years. Not one in this class has yet reached their maximum; two have 180 *l.*, and one of whom will obtain his rise in 1844, the other in 1845. Again, two have 140 *l.*, one of whom will rise to 200 *l.* in 1842, and the other in 1842 to 180 *l.* Four have 120 *l.* a year; two of these are the bar clerks, and must, under the existing regulation, have the lowest salary of their class; the remaining two will rise to 140 *l.* in October 1845. In thus setting forth their respective scales, and showing how they affect the persons who are interested, I must say I do not conceive them illiberal. I think a maximum salary of 230 *l.* an ample remuneration for the situation to which it is fixed; and I am too sensible of the importance of maintaining the distinction between the junior and senior classes, and thereby ensuring a proper and essential feeling of emulation and excitement, through good conduct, to promotion, with pecuniary advantage, to suggest any infraction in so salutary a principle. It may, however, on consideration, appear to the Postmaster-general that the two classes of officers above referred to may be more equally divided; and in place of the one having only five, and the other eight, that, were the first class to be extended to seven, and the other limited to six, this would afford some immediate advantage, and without any increased expense beyond 50 *l.* a year; namely, by increasing the salary of one

officer by 40*l.*, and another by 10*l.* a year. As to any general increase in the scales, it must entirely rest with the Postmaster-general. I can urge nothing in its behalf that his Lordship is not perfectly aware of, or that does not as well apply to every other branch of the establishment, and to every officer in this department, to enable each to contend with the great increase in the expense of every article of life in this city, during the last six or seven years particularly, and likely to keep increasing.

(C.) The next application is from the junior officers of the Inland Office, being 18 in number, viz., eight on a salary to each of from 70*l.* to 130*l.* a year, in a graduated scale for service of 15 years, and 10 at fixed salaries of 60*l.* a year. Of the first of these two classes, one officer will obtain his first rise, from 70*l.* to 80*l.*, on the 5th of January ensuing; the next officer will obtain it on 5th October 1841, the next in July 1842, the two next in April 1844, and the remaining three in July 1844. I am not disposed to suggest any change in the scale of salary of this class. I conceive these officers, according to their standing, not insufficiently paid; but should the Postmaster-general, viewing the number that are in the class, be disposed to advance the two senior ones to the upper class, it would, in January next, be increasing in expenditure at the rate of 90*l.* a year, and in October next at the rate of 80*l.* a year, beyond what the present establishment sanctions.

With respect to the junior class of officers, however, whose incomes are limited to 60*l.*, without any chance of increase while in that state, I view their case as very different; and I can have no difficulty in recommending, as highly necessary, that their salaries should be raised to 70*l.* per annum. So long as the appointment of this class of officers was confined to the sons or relatives of persons residing in Edinburgh, and to persons whose ages invariably averaged from 16 to 20 years, and who had the benefit of domiciles without charge, the salary of 60*l.* was not only ample, but sufficient always to secure the most respectable persons to seek such appointments for their children; but while, on the one hand, the age at which persons are now admissible has been extended to 30 years, and on the other, individuals are recommended to the Postmaster-general from all parts of the kingdom, who have to provide for their board and lodging, it is quite impossible, in a situation of such trust and temptation, to expect any but the most injurious consequences to the public from such scanty remuneration. Of the 10 officers thus circumstanced, no less than five of them are living in lodgings at their own charge. The Postmaster-general will please recollect that even should his Lordship see the necessity of augmenting the payments to this class of officers, it may not be a permanent expense; for I consider that several of these officers are of but temporary employment, and subject to reduction so soon as the completion of the railroad communication with London shall release us from the contingency of night duty, and the prepayment system of postage abolished by making the use of stamps compulsory on the public. The last of these measures would take two officers from the post-paid window, and a return to day work would of course relieve us from several others whose appointment was only required in consequence of the unseasonable hours at which the mails are now received and despatched.

(D.) The next application is from the two vice-presidents of the Inland Office, soliciting a revision of the circumstances which induced the Postmaster-general to establish the principle which governs the advancement of officers to these particular stations, and allow them an increase of salary commensurate with their station and the responsibility attendant. I have already brought the particulars of these gentlemen's case before the Postmaster-general, and therefore I consider it unnecessary to say more upon it than to bear every testimony to their zeal and good conduct. To strangers it certainly might appear anomalous that persons selected in consequence of their particular fitness and superior character and conduct, in preference to others, to fill the higher stations in the office, should be held responsible for maintaining its authority, and at the same time they should be paid a less rate of salary than those beneath them. His Lordship, however, of this is the best and only judge.

I am, &c.

(signed) *Edward S. Lees,*
Secretary.

Lieutenant-colonel *Maberly* to the Secretary of the Post Office, Edinburgh.

Sir,

General Post Office, 5 December 1840.

I HAVE laid before the Postmaster-general your report of the 20th ultimo, transmitting memorials for increase of salary from the officers of the Inland Department in Edinburgh; and I am directed to state that his Lordship having adverted on the one hand to the alteration of the Scotch establishment in 1831, and the great improvement which then took place in the salaries and prospects of the several officers, and on the other to the present state of the Post Office revenue and expenditure, regrets that he cannot under existing circumstances take upon himself to recommend these applications to the favourable consideration of the Treasury.

With respect to the special application from Messrs. Sommerville and Greig, which to his Lordship appears little more than the renewal of the claim to supersede Mr. Lawrence in his succession to the situation of senior clerk, he desires that the applicants may be informed he cannot alter his former decision on the subject.

Sir E. S. Lees,
Edinburgh.

I am, &c.
(signed) *W. L. Maberly*,
Secretary.

Unto the Right Honourable the Lords of Her Majesty's Treasury.

MEMORIAL of the Officers of the Inland Office in the General Post Office,
Edinburgh.

THAT your memorialists have addressed the Right honourable the Postmaster-general by petition, setting forth that your memorialists' pay is incompetent remuneration for the onerous and responsible services which, from the nature of their situation, they have to perform, and inadequate to support the station in society which they are expected to fill; and for the junior officers the salary allowed is barely sufficient to support them in the very poorest circumstances, and that from the increase to the establishment, the inadequacy of the scale of salaries to which they are subject, to afford them any reasonable prospect of increased remuneration from lengthened service.

His Lordship the Postmaster-general having adverted to the present state of the Post Office revenue and expenditure, regrets that he cannot under existing circumstances take upon himself to recommend these applications to the favourable consideration of the Treasury. Your memorialists therefore humbly and respectfully crave leave to submit to your Lordships' consideration the following statement of their present situation and prospects.

In 1831 a scale of salaries was fixed by the then Lords of His Majesty's Treasury.

At that date there were only 21 officers in this department; from the increase to the business it has been found necessary to augment the number to 33.

On a perusal of the list of the officers with the salaries attached to their respective classes, and to which your memorialists respectfully refer, it will be found by your Lordships that there is only one officer at the top of the establishment who enjoys a salary of 300*l.*, and who has served above 32 years.

The salary of the first class of officers is 230*l.*, after 20 years, to which there is no increase, and in all probability, from the limited number in this class, and the uniformity of age and length of service (caused by the unprecedented circumstances which occurred in 1822), very few of your memorialists, even of the second class, will ever attain to that sum. The regulation of the service, that no officer can retire on full pay till he has completed a service of 50 years, operates as an effective check to promotion.

From the limited number in the office in 1831, it was supposed that the scale would admit the officers generally to all its terms; viz.

	£.
Under and for the greatest part of the first five years of service	- 70
After five years and under 10	- 120

And that officers of the second class would in general, before 15 years' service, have arrived at the first class, and receive 160*l.*, and that the two principal clerkships, of 300*l.*, would at least be attainable by a fair proportion of the officers, and be an object for zealous, faithful, and patient service; but from the increase to the establishment, not the most distant prospect of this can be anticipated by the most of the officers of the second class, and by none of the third and junior classes.

On reference to the scale, to which your memorialists again most respectfully refer your Lordships, it will be found that of the third class the salaries are as follows:

One on	-	-	-	-	-	-	£.
Seven on	-	-	-	-	-	-	80
							70

with 10 juniors on a fixed salary of 60*l.*, making more than a half of the establishment; the salary only rising after five years' service to 80*l.*, and after 10 years' service to 100*l.*, from the dates of their appointments (with the exception of the three highest), it will be 1849 before any of those on this class will be entitled even to this sum.

Your memorialists apprehend that from this statement, and the youth of the officers on the higher scale of salaries, caused by the circumstances before adverted to, and the then limited number in the office when they entered, that the prospects, from promotion, of the junior classes of your memorialists to those at the top of the class, is very distant, and to the others almost hopeless.

In this department your memorialists have no fixed hours of attendance, but are at command at any hour during the night or day, to suit the ever-varying alterations in the arrival and dispatch of the mails. Your memorialists' duty varies at present from four o'clock A.M. till 11 o'clock at night; by the present indispensable arrangement most of your memorialists have to attend both at night and the consecutive morning, leaving them little more than three hours for repose.

Your memorialists would also represent to your Lordships, that in addition to the irregular and unseasonable attendances through the week, your memorialists also perform nearly an equal amount of duty on Sunday, whereby they give more than seven weeks' service annually than required from the officers in any of the other departments of the establishment, or in most other branches of the public service throughout the country.

Your memorialists would also humbly represent to your Lordships, that a regulation which came into operation in December 1839, by which a deduction is made from the pay of the officers of this department only, during absence from sickness, and which presses with peculiar severity upon the junior officers of this establishment. By this regulation, if an officer falls sick two-thirds of his pay is deducted (besides having to send a medical certificate). In the case of a junior officer whose pay is 3*s.* 3½*d.* (60*l.*), only 1*s.* 3½*d.* is left for him to live on, pay his medical attendant, and meet the extra expenditure inevitable on sickness.

In the other departments of this establishment, where the responsibility is much more limited, the hours of attendance seasonable and regular, no attendance on Sunday required, the officers not subject to the deductions made from the pay of your memorialists during absence on leave or from sickness, free of many contingent expenses, which the irregularity and unseasonable hours of attendance entail upon your memorialists, and the number in these departments so limited that their chances of promotion are increased, under five years' service a higher salary is allowed to junior officers, and a greater increase after that term.

Extra payment, at the rate of 10*d.* per hour, is allowed them for all extra duty which they may be called on to perform, while your memorialists are called upon to give extra attendance, both by night and day, whenever found necessary, provide themselves with food at their own expense, and submit to many inconveniences both of a social and physical nature during their protracted attendances, awaiting the arrival of mails in winter, without any extra remuneration for their attendance or compensation for expenses which they may incur; all such applications have been invariably refused.

Your memorialists humbly and respectfully pray your Lordships to take into gracious consideration the highly responsible nature of your memorialists' situations, the valuable trust reposed in them, the want of comfort and additional expenses to which from the irregularity of the attendances they are exposed, the additional service of seven weeks per annum rendered to the country by their attendance on Sundays, which they most humbly submit to your Lordships call for, and now humbly and respectfully solicit your Lordships to extend to them some increase to their present salaries, and fix some shorter period than five years at which they will be entitled to increase of pay, so as to enable them to meet the various alterations in their conditions, and which is the more required, that in this branch of the public service there are no places affording greater emoluments to which they can aspire.

To the Right Honourable the Earl of *Lichfield*, Postmaster General.

Inland Office, General Post Office,
Edinburgh, 25 March 1841.

THE officers of this department beg most respectfully to inform your Lordship, that they have, in consequence of your Lordship's declinature to transmit their petition to the Lords of Her Majesty's Treasury, taken upon themselves the liberty to transmit a memorial to their Lordships, believing that your Lordship declined doing so from having occasion so often to go before the Treasury from the increased expenses on the introduction of the penny postage.

The officers have humbly and respectfully to request, that in the event of their memorial being sent by their Lordships of the Treasury to your Lordship, your Lordship will be graciously pleased to give their case a favourable recommendation, and pardon the step they have taken, which nothing but the absence of all prospect of increased remuneration could have induced them to take.

We have, &c.

(signed)	<i>Geo. G. Bruce,</i> <i>James Welsh,</i> <i>James Weir,</i> <i>Geo. Thomson,</i> <i>A. Horn,</i>	}	In name of the Officers of the Inland Office, General Post Office, Edinburgh.
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President of the Inland Office, Edinburgh, to the Secretary of the Post Office,
Edinburgh, inclosing copy of foregoing Memorial.

Sir,

Inland Office, 26 March 1841.

THE enclosed papers have this moment been placed in my hands. I therefore transmit them for the inspection of my Lord the Postmaster-general.

I am, &c.

Sir Edward S. Lees,
&c. &c. &c.

(signed) *J. Moule.*

Secretary of the Post Office, Edinburgh, to Lieutenant-colonel *Maberly*.

Sir,

General Post Office, Edinburgh, 29 March 1841.

I SEND you herewith a communication I have received from Mr. Moule, together with copies of certain documents which have proceeded from the officers of the Inland Office, and which I am much afraid will be displeasing to the Postmaster-general.

After the recent decision which his Lordship had pronounced under similar claims by these gentlemen, on representations of a like nature, but made direct, and properly so, to his Lordship; after the opinion which had still more recently been pronounced on the conduct of the junior officers of the office in question, I confess I was not prepared for a proceeding like this, and which had I been aware of, I certainly would have endeavoured to dissuade the parties from engaging themselves in.

I am, &c.

Lieut.-colonel Maberly.

(signed) *Edw^d S. Lees*, Secretary.

Lieutenant-colonel *Maberly* to Secretary of the Post Office, Edinburgh.

Sir,

General Post Office, 10 April 1841.

HAVING laid before the Postmaster-general your letter of the 29th ultimo, with its enclosures, his Lordship has been pleased to direct that the officers of the Inland Department, Edinburgh, may be informed that when the memorial they have thought proper to address to the Treasury is referred here, he will be prepared to state his opinion as to the propriety of the course they have adopted, and as to the merits of the application itself.

Sir E. S. Lees.

I am, &c.
(signed) *W. L. Maberly.*

R. Gordon, Esq., to the Officers of the Inland Office, General Post Office, Edinburgh.

Gentlemen,

Treasury Chambers, 1 April 1851.

THE Lords Commissioners of Her Majesty's Treasury have had under their consideration your memorial, praying that you may be granted an increase to your salaries, as officers of the Inland Office, General Post Office, Edinburgh. I am commanded to acquaint you that my Lords cannot entertain an application of this nature unless it comes before them recommended by the Postmaster-general.

To the Officers of the Inland Office,
General Post Office, Edinburgh.

I am, &c.
(signed) *R. Gordon.*

MEMORIAL from the Clerks of the Inland Department, Edinburgh.

To the Right Honourable the Earl of *Lichfield*, Postmaster-General.

WE beg most respectfully to inform your Lordship that we have received a communication from the Lords Commissioners of Her Majesty's Treasury, informing us that their Lordships have had our memorial praying for an increase of salary under consideration, "but that their Lordships cannot entertain an application of this nature unless it comes before them recommended by the Postmaster-general."

It was solely in consequence of the delicacy your Lordship expressed as to making any application to the Treasury on our behalf, that we felt compelled, by the pressing nature of our situation, to relieve your Lordship on this point, and at once submit a statement of the peculiar hardships of our situation to the Lords of the Treasury; and as their Lordships have not returned our memorial, but appear willing to enter into the examination of its merits, provided your Lordship is pleased to honour it with your official recommendation, we trust you will be graciously pleased to favour it with your support, for which we shall ever be most grateful.

Your Lordship has so often had under consideration our claims, set forth in the memorial to their Lordships of the Treasury, that we humbly think it unnecessary to trouble your Lordship with any further detail, but respectfully refer to our memorial of the 26th March last now before your Lordship.

We have, &c.

(signed)

Geo. Gower Bruce,
James Welsh,
James Weir,
Geo. Thomson,
A. Horn,

} For the Officers of the
Inland Office.

Inland Office, General Post Office,
Edinburgh, 6 April 1841.

President of the Inland Office, Edinburgh, to the Secretary of the Post Office,
Edinburgh.

Sir,

Inland Office, 6 April 1841.

UPON the subject of the memorial from the clerks of this department to the Lords of the Treasury, which I transmitted to you on the 26th ult., I am requested by the parties signing it to forward another copy to you, and solicit your powerful influence in inducing my Lord the Postmaster-general to give it a favourable consideration.

I am, &c.

Sir Edward S. Lees,
&c. &c. &c.

(signed) *J. Moule.*

Secretary of the Post Office, Edinburgh, to Lieutenant-colonel *Maberly*.

Sir,

General Post Office, Edinburgh, 10 April 1841.

In sending forward the accompanying document from the officers of the Inland Department of this office, being a copy of the memorial which they recently transmitted so irregularly to the Lords of the Treasury, I beg on their behalf, in the first place, to state my opinion, that in adopting that proceeding they were not influenced by any feeling of disrespect towards the Postmaster-general, or by any impression that his Lordship either felt that their claims were undeserving of consideration, or that he was indisposed to advocate them.

With respect to their case, I have so lately reported on a similar memorial, that I have merely to refer you to that report, dated 20th November.

The present statement entirely puts the case of these officers in a very strong point of view; and while I deem the rate of payment at which the services of the junior class are obtained to be very inadequate in amount to maintain many of them as they should be in situations of such trust, I think that a more favourable distribution might be made of the higher classes as would tend to ameliorate the condition of the officers, and not largely to increase the public expenditure.

I am, &c.

Lieut.-colonel Maberly.

(signed) *Edward S. Lees,*
Secretary.

T. Lawrence, Esq., to the Secretary of the Post Office, Edinburgh.

Sir,

General Post Office, 21 April 1841.

I AM commanded by the Postmaster-general to acquaint you, that his Lordship has had before him your report of the 10th instant, with the memorial of the officers of the Inland branch of your department, and to request you will inform the memorialists that, looking at the improved footing upon which their department generally was placed in 1831, and the reluctance expressed by the Treasury to sanction any increase of expenditure except upon the most absolute necessity, his Lordship cannot at present support their memorial, especially as he is restricted, owing to the same cause, from pressing the claims of other branches of the establishment which are more powerful and urgent than those of the memorialists.

I am, &c.

Sir E. S. Lees,
&c. &c. &c.

(signed) *Thomas Lawrence,*
Assistant Secretary.

To his Lordship the Postmaster-General.

MEMORIAL of the Stampers in the General Post Office, Edinburgh,

Humbly sheweth,

THAT the situation of stamper is one of great trust and responsibility, an appointment to which it has always been held out and viewed as promotion.

That the stampers were paid partly by wages, and partly by fees on late letters, until the Penny Postage Act came into operation, when the fees went to the revenue, and compensation was promised.

That in the period that has elapsed (nearly two years) your memorialists applied for and accepted said situation in the belief that as they were paid the same wages (one guinea per week), and performed the same duties, they would have been included in any permanent arrangement that might have been made in regard to salary.

That your memorialists have heard with pleasure that compensation has been given their colleagues; and as some of your memorialists have already sustained serious loss by being removed from the letter-carriers' department,

That your memorialists beg most respectfully to call your Lordship's attention to the propriety of granting a scale of salary according to length of services, payable quarterly, as in the Dublin and London district offices.

And your Memorialists, as in duty bound, shall ever pray, &c.

November 1841.

James Sloan to the President of the Inland Office, Edinburgh.

Sir,

Edinburgh, 22 November 1841.

UNDERSTANDING that compensation has been awarded my senior colleagues for their interest in the late-letter fees, and no permanent arrangement having been as yet made affecting their junior colleagues, I beg leave most respectfully to lay before you a view of the position I occupied previous to my being placed under the deep obligation I owe you for my appointment as stamper, and respectfully solicit your interest in procuring such an arrangement as shall place me in nearly those comfortable circumstances which my colleagues enjoyed, and which justified my application for the situation I fill.

	£.	s.	d.	
My salary as letter-carrier was - - -	45	10	-	per annum.
Share of Directory - - - - -	12	6	2½	„
Gratuities, as per return - - - -	10	-	-	„
	<hr/>			
	£.	67	16	2½

being the amount of my income as letter-carrier, exclusive of clothing, which experience tells me effects a saving of 5 l. per annum. As I was then stationed on one of Old Town (Canongate) bounds, subsequent arrangements would have given me a better walk. Circumstances over which I had no control has limited my income to one guinea per week since 16th January 1840, the date of my appointment as stamper. I have been ten years in the service on 12th January next. A scale of salary has been granted to the Dublin and London district offices, which if extended to Edinburgh would confer a lasting obligation on me and my junior colleagues.

J. Moule, Esq.

I am, &c.
(signed) *James Sloan.*

President of the Inland Office, Edinburgh, to Secretary of the Post Office,
Edinburgh.

Sir,

Inland Office, 25 November 1841.

THE stampers of this department have repeatedly applied to me on the subject of the diminution of their incomes, since their former perquisite of the too-late fees have been carried to account of the revenue, but I have always declined bringing their case under the Postmaster-general's notice till the question as to compensation for the loss of those fees was determined. Now that that point is settled by the compensation being confined to the person alone who originally participated in these fees, the remaining stampers possess an income of only a guinea a week, which reduces their emoluments below those of a letter-carrier, while the situation has always been considered superior to a carrier's; and the practice has been to prefer letter-carriers to this office for meritorious conduct, and most of the stampers are persons so preferred; whereas it is now clear that this preferment is an actual loss.

Under this state of things it is not surprising that the stampers should represent the hardship of their case, which they have done in the memorial to my Lord the Postmaster-general, which I now enclose, and the accompanying letter from Sloan, the senior stamper of those who do not receive compensation for the loss of fees, will explain fully the practical result of the alteration. Had he remained a mere letter-carrier he would have had an income of 67*l.* 16*s.* 2½*d.*; as a stamper he now only receives 54*l.* 12*s.*, being a loss of 13*l.* 4*s.* 2½*d.* for being promoted to a higher office as a meritorious individual.

It merely requires, I am sure, to have this fact brought clearly under the Postmaster-general's notice to have such an anomaly rectified, and therefore there is nothing further required from me than to leave the facts to speak for themselves.

Sir Edward S. Lees.

I am, &c.
(signed) *J. Moule.*

Secretary of the Post Office, Edinburgh, to Lieutenant-colonel *Maberly*.

Sir,

General Post Office, Edinburgh, 27 January 1842.

I BEG to return the enclosed papers received in your letter of the 3d instant, in reference to the memorial from the stampers of this department for increase of salary.

There are at present nine stampers at a guinea a week each, or 54*l.* 12*s.* per annum, four of whom are entitled to the compensation of 18*l.* per annum each for the loss of the fees upon late letters; and under a full consideration of the case of the remaining five stampers, who cannot have compensation granted them, I am of opinion, the revenue deriving the benefit of those fees, which amount to something well worth collecting, that the salary of those men who get but 1*l.* 1*s.* a week should be increased to 60*l.* a year, and that, as the situations of those stampers who now receive the compensation become vacant, the allowance should be raised in each case, with the Postmaster-general's authority, to the same amount.

This arrangement would make a present increase in the revenue of 27*l.* per annum.

I must beg at the same time to suggest strongly, that the situations for stampers should not be filled up from the letter-carriers, as I see very many objections to it. Although it may happen sometimes that a letter-carrier, from his peculiar expertness, may make a good stamper, it is not always the case; and it must often occur that a carrier, who from his good conduct would be most deserving of promotion, would make a very indifferent stamper.

Lieutenant-colonel Maberly.

I am, &c.
(signed) *Edward S. Lees.*

Thomas Lawrence, Esq., to the Secretary of the Post Office, Edinburgh.

Sir,

General Post Office, 14 February 1842.

I HAVE laid before the Postmaster-general your reports of the 26th of November and 27th of January, enclosing an application from the stampers in Edinburgh, praying for some increase to their salaries, and his Lordship does not see that they have any reasonable grounds of complaint, looking at their salaries as compared with other officers; you will therefore inform them that their salaries cannot be increased.

With regard to your suggestion that the stampers should not be selected from the letter-carriers, I am directed to inform you that his Lordship cannot pledge himself as to any particular course, but he will leave each case to be decided as it may present itself upon vacancies occurring.

Sir Edward Lees.

I am, &c.
(signed) *Thomas Lawrence.*

MEMORIAL from the Officers of the Inland Office, General Post Office, Edinburgh, to his Lordship the Postmaster-General.

THE memorialists humbly consider that they are inadequately remunerated for the services which they render, both in respect to their present actual emoluments and to the meagre prospects of promotion which the existing scale of the department holds out to them; and feeling assured that the grounds and reasons of their conviction will receive a patient consideration from his Lordship the Postmaster-general, they take the liberty most humbly and most respectfully to solicit his Lordship's attention to the following statement:—

The memorialists beg leave to refer to a copy of the scale adopted by the Lords Commissioners of the Treasury in 1831, where will be found the present salaries of the department, and appended to which the memorialists have given a prospective view of their advances under it.

The memorialists humbly request that it will be kept in view, that at the date (1831) at which this scale was given to this department it consisted of only 21 officers; that the increase of business caused augmentations to this number at different times; and latterly, on the introduction of the penny postage, a further increase of six officers was made to the establishment, to meet which large additions to the establishment no corresponding alterations have been made on the scale of salaries.

It is well known to his Lordship that there is only one officer at the top of the department who enjoys a salary of 300*l.* per annum, and which sum he only attained after 30 years' service, and that, from his previous length of service and standing in the office, under the most favourable view afforded by the present scale, a position which few of even the first class of the memorialists can ever hope to attain.

The prospects of the memorialists of rising to the higher salaries of even the present scale is much diminished by the uniformity of age and comparative youth of the officers in the upper class, which is caused by the unprecedented circumstance of an almost complete change of the officers in the department which took place in 1822.

From the limited number in the department when the present scale was given to the memorialists, and judging that the same disparity of age existed amongst the officers which prevails in every other public department, it was supposed that the scale would admit the officers generally to all its terms; viz. that for the greater part of the first five years of service the salary would be 70*l.*; after five and under ten, 120*l.*; ten and under fifteen, 160*l.*; and that the higher salaries of 230*l.* and 300*l.* would be attained by the officers in rotation, and be an object for patient, zealous, and faithful service. But from what has been above stated, the memorialists apprehend it must appear to his Lordship the Postmaster-general that few of the second class can anticipate the

the most distant prospect of its realization, and none of the third and junior classes.

The memorialists would also humbly submit for the consideration of his Lordship, that out of the 33 officers composing the departments, 18 officers compose the third and junior classes, and are on salaries of 80*l.*, 70*l.* and 60*l.*, without prospect of advance.

Of the third class, two are on salaries of 80*l.* per annum, and who have served six and seven years, and six on 70*l.*, whose periods of service average from three to four years.

That the memorialists of this class, affected by the causes before alluded to, have no prospect of promotion into the second class, and must therefore serve ten years before they can attain the salary of 100*l.* per annum.

That the memorialists of the junior class, ten in number, do not participate in the scale at all, but are on a fixed salary of 60*l.* per annum, above which they cannot rise, however long their period of service may be.

The salary of the memorialists of these two junior classes, it is humbly represented, is barely sufficient to afford them the means of support, and much less than sufficient to enable them to hold a creditable and independent position in society.

The salary of these two classes is below the average income (even by their own showing) of most letter-carriers in the establishment, and considerably below that of the now fixed salary of most of the stampers, who, as is well known, are a class of officers subordinate to them, and who in the performance of their duty incur no responsibility.

The memorialists generally have to represent that the peculiar nature of their duty requires they should be adequately remunerated, in order to enable them to meet the many contingent expenses they are liable to, having no fixed hours of attendance, but at command at all hours of the night and day.

The attendance of the memorialists at present is and has been for upwards of four years from four o'clock in the morning till eleven o'clock at night; the present indispensable arrangement requires the attendance of the memorialists frequently both at night and the consecutive morning, thus leaving them little more than three hours for sleep.

From these unreasonable and irregular attendances they have no relief on Sundays, but perform very nearly an equal amount of duty, thus giving seven weeks' service throughout the year more than required from the officers in the other departments of the establishment, or in most other branches of the public service.

His Lordship's memorialists are hopeful they have stated sufficient to prove,—

That their present pay is in all classes incompetent remuneration for the onerous and responsible services they perform; that of the juniors barely sufficient to support them in the poorest circumstances, and totally inadequate to the position and appearance they should present in society :

That the scale of salaries is inapplicable to the increased establishment, and incompetent to afford the memorialists any reasonable prospect of increased remuneration from lengthened service.

The memorialists therefore most humbly and respectfully, but at the same time most urgently, pray his Lordship the Postmaster-general will take into his Lordship's most favourable consideration the highly responsible nature of the memorialists' situations, the valuable trust committed to their care, the very exact nature of their duties, the total want of comfort, and expense which the irregularity of attendance entail upon them, the additional service of seven weeks per annum which they give to the country by their attendance on Sunday ; and in consideration of these they venture to hope his Lordship the Postmaster-general will be pleased to recommend an addition to their present salaries, an extension of the scale to meet the augmentations to the department, and the appointment of some shorter term than five years of periodical advance of pay.

23 March 1843.

Enclosure in foregoing.

SCALE of SALARY of INLAND OFFICE, *Edinburgh*, with the Salary of each Officer therein at 22 March 1843.

OFFICERS.	Date of Appointment.	First Salary of Class.	Above 5 Years.	Above 10 Years.	Above 15 Years.	Above 20 Years.	Present Salary.	Number in Class.
		£.	£.	£.	£.	£.	£.	
Lawrence -	22 Feb. 1809	300	Fixed salary of principal clerk -				300	1
FIRST CLASS :								
Bruce -	5 Oct. 1820	160	No increase		190	230	230	5
Welsh -	5 Oct. 1820						230	
Somerville -	27 July 1822						230	
Weir -	12 July 1822						230	
Greig -	23 Aug. 1823						190	
SECOND CLASS :								
Thomson -	26 April 1824	120	No increase.	140	180	200	180	8
Horn -	6 Mar. 1825						180	
Douglas -	24 July 1822						180	
Shearer -	5 Dec. 1827						180	
Cameron -	14 Aug. 1830						140	
Young -	6 Oct. 1830						140	
Kerr -	14 Nov. 1830	140					140	
Jones -	6 Oct. 1835						120	
THIRD CLASS :								
Murray -	10 Aug. 1836	70	80	100	130	No further increase	80	8
Davidson -	6 April 1837						80	
Smellie -	25 April 1839						70	
Traquair -	22 April 1839						70	
Hailing -	27 April 1839						70	
Banks -	12 Aug. 1839						70	
Dobson -	23 Dec. 1839						70	
Finlay -	17 Jan. 1840						70	
JUNIOR CLASS :								
Whitehead -	£. 60. These were the probationary officers on the establishment previous to the introduction of penny postage.						60	10
Scott -							60	
Smith -							60	
Wyllie -							60	
Waters -	£. 60. Addition to the establishment on introduction of penny postage.			Fixed salary; no increase by length of service.			60	
Turnbull -							60	
O'Hara -							60	
Dewar -							60	
Sanderson -							60	
Charles -							60	
TOTAL							-	32

One of the principal clerkships taken by the president.

President of the Inland Office, *Edinburgh*, to Secretary of the Post Office, *Edinburgh*.

Sir,

Inland Office, Edinburgh, 27 March 1842.

I BEG to inclose a memorial from the clerks of this department to his Lordship the Postmaster-general, which I have just received. The memorialists have entered so fully into the details of their case, that it is unnecessary for me to add anything to it, beyond expressing a hope that his Lordship will be pleased to give it a favourable consideration, as nothing can be more distressing than the present prospects of these officers.

Sir E. S. Lees.

I am, &c.
(signed) *J. Moule.*

Secretary of the Post Office, Edinburgh, to Lieutenant-colonel *Maberly*.

Sir,

General Post Office, Edinburgh, 13 April 1843.

I CONSIDER it my duty to forward the accompanying memorial from the clerks of the Inland Office of this department, in regard to their salaries, for the consideration of the Postmaster-general, having received it from the president for that purpose, although I am aware that a similar application was forwarded and decided on by his Lordship some time ago. Upon that application I made a report, dated 20 November 1840, and therefore I have nothing to say further on the present occasion beyond the expression of my hope that something may be done to improve the condition at all events of the junior clerks, whose salaries do not exceed 58 *l.* 10 *s.* after paying their quota to the superannuation fund.

These officers I have always considered as underpaid, whether I view the nature of their services, the unseasonable hours at which they are employed, or the great temptations to which they are exposed. They are 10 in number, mostly sent here from remote parts of the kingdom, some from England and some from Ireland, without friends or connexions in Edinburgh, and therefore liable to their board and lodging, and I would simply ask, out of what fund can they decently maintain themselves? There are no less than eight of the number thus situated.

I cannot but strongly and respectfully urge the Postmaster-general to raise their salaries to at least 70 *l.* a year, and to entreat that on such salaries no person that has not his family residing in Edinburgh shall be appointed to the Inland Office hereafter.

I am, &c.

Lieut.-colonel Maberly.

(signed) *Edward S. Lees*, Secretary.

PETITION to the Right Honourable the Postmaster-General of the undersigned
Letter Stampers, General Post Office, Edinburgh,

Humbly sheweth,

THAT the office of stamper is one of trust and responsibility, and the removal of an individual from the Letter-carriers' Office to this situation has been held out and always considered promotion. Formerly the salary of this situation consisted of 21 *s.* per week of wages, and the fees exigible on late letters, which averaged 18 *l.* per annum, and until the introduction of the penny postage, when the fees exigible on late letters were added to the revenue, and a permanent compensation for the loss of these fees promised.

That your petitioners having accepted this situation on the understanding above stated, and after a lapse of nearly two years, when compensation was provided to the four senior stampers and one assistant stamper, to a participation in which your petitioners were excluded, they, in November 1841, humbly represented the hardship of their case to your Lordship, when your Lordship was pleased to state, that on a comparison of your petitioners' salaries with others of the same department, your Lordship deemed your petitioners had no just cause of complaint.

Your petitioners would humbly and respectfully submit to your Lordship, that by their alleged promotion from the Letter-carriers' Office they have sustained a very serious loss; that no just comparison can be made between their pay and the present salary of the junior officers, as the junior officers are provided for by a scale of salary by which they rise both in virtue of service and promotion.

That every individual in the department, from the lobby porters upwards, is in receipt of the same pay as your petitioners, and in addition to which they are provided with clothing, and many of them derive very considerable emolument from perquisites; a source of income from which your petitioners are completely excluded.

Your petitioners, on these grounds, most humbly and respectfully solicit your Lordship to review your Lordship's former decision in their case, and place your petitioners upon a scale of salary similar to that given to the stampers of London and Dublin.

April 1843.

(signed) *James Sloan,*
And Four others.

J. Sloan, Stamper in the Inland Office, Edinburgh, to President of Inland Office, Edinburgh.

Sir,

Edinburgh, 1 April 1843.

In a communication which I had the honour of addressing you in November 1841, in reference to the position I occupied when I had the honour of being promoted by Mr. Moule to be a stamper in the Inland Office, I therein pointed out my salary as—

	£.	s.	d.	
Letter-carrier, at - - - -	45	10	-	a year.
Share of Directory, at - - -	12	6	2½	
And my gratuities, at - - -	10	-	-	
Making my total income - - £.	67	16	2½	

which statement was submitted to Mr. Findlay, who certified that salary and Directory were correct, and the gratuities corresponded with two returns previously made, and to the accuracy of which I am prepared to make affidavit.

As my appointment as stamper took place within six days of the penny postage being brought into operation, when the fees payable on late letters, which formed part of the salaries of the stampers, were withdrawn, I accepted said situation in the belief that some permanent arrangement would be made in regard to salary, as was done in Dublin when the late-letter fees were added to the revenue there.

As nearly two years elapsed before compensation was made to my senior colleagues, and no permanent arrangement then made, I applied, along with my junior colleagues, to be placed on a scale similar to London or Dublin, which was refused on the ground that we had no reasonable cause of complaint, on comparing our wages, 21 s. a week, with the other salaries paid in the same department. I feel at a loss to understand what salaries his Lordship alludes to, as my senior comrades, for the performance of the same duties, enjoy 18 l. a year each in addition to their pay of one guinea.

Mr. Coghill, messenger, has the same pay, and 18 l. a year compensation as assistant stamper, besides other emoluments to a large amount. Mr. Phillips, messenger, in addition to his 21 s. a week, derives 12 l. a year from one source, and many pounds more from another, besides clothing. Mackenzie and Orr, newspaper sorters, have the same pay, clothing, and considerable emoluments; and Macconochie and Finnie, lobby porters, have 17 s. 6 d. a week, in addition to which they draw quarterly 3 s. 6 d. a week each, clothing, and other perquisites.

I have been informed that his Lordship alludes to the low salary on which the junior officers are placed; but I humbly and respectfully submit that the cases are not at all parallel, as no prospects of increased salary are provided me by a scale in virtue of lengthened service.

I feel it to be a painful duty to draw your attention to the incomes of others, were it not in the hope that Mr. Moule might be induced to make a renewed representation of the case to his Lordship the Postmaster-general, to review his decision, by which at present I am placed, in virtue of alleged promotion, far below my colleagues in any department.

J. Moule, Esq.

(signed) *James Sloan.*

P. S. My service is 11 years complete in January last.

President of the Inland Office, Edinburgh, to Secretary of Inland Office,
Edinburgh.

Sir,

Inland Office, 3 April 1843.

ON the 25th November 1841 I transmitted a memorial from the junior stampers of this department as to the losses their situations have undergone in point of emolument by the transfer of the "too-late letter fees" to the revenue, which memorial was unfavourably received by the Postmaster-general.

They have now, however, again addressed his Lordship on the subject, and as there can be no doubt as to the facts being as represented, I have no hesitation in submitting it to his Lordship's consideration. I have merely to point out that Sloan, from whom I enclose a separate letter, stands in a worse position than the other men, as he has actually suffered a positive loss; the others have only been injured as to their prospective advantages. Sloan is a most respectable and deserving man.

Sir E. S. Lees, &c.

I am, &c.
(signed) J. Moule.

Secretary of the Post Office, Edinburgh, to Lieutenant-colonel *Maberly*.

Sir,

General Post Office, Edinburgh,
6 April 1843.

HAVING on a former occasion brought before you the claims of the junior stampers of this office, in regard to their salaries and exclusion from the privilege of sharing in the compensation granted for loss of the fees on late letters, I have nothing further to add in transmitting the accompanying memorial which they have presented. But the case of James Sloan I do think admits of some special consideration. This man was specially selected, on 6th November 1838, for his good conduct as a letter-carrier, and promoted to the rank of stamper, and he acted as such for six months previous to the visit of Mr. Bokenham to this office; he received during that period his share of the fees on late letters; but on Mr. Bokenham's report his services as a stamper were dispensed with, viz., on the 22d April 1839. On the 16th January 1840, a few days prior to the introduction of the penny postage, and consequent abolition of those fees, he was replaced as stamper, and has remained permanently as such ever since. His expectation that he should share in the amount of compensation for the loss, was evidently the principal object that induced him to accept the office, otherwise his income as letter-carrier was considerably better, with prospects of increasing emolument. As letter-carrier he had an income of 67 *l.* 16 *s.* a year, but as stamper he has but 54 *l.*, and without any prospect of advance.

This is certainly a case of extreme hardship, that exemplary good conduct, which alone led to his promotion in the office, should have entailed a serious loss of income.

I am therefore led strongly to recommend this individual's case, at all events, to the favourable consideration of the Postmaster-general, and the more so when I consider that the revenue is actually receiving a benefit from the fees on late letters to the amount on the average of 150 *l.* 14 *s.* a year, while we are paying out of it as compensation only 72 *l.* per annum.

Lieut.-colonel Maberly.

I am, &c.
(signed) *Edw^d S. Lees*, Secretary.

James Campbell, Esq. to the Secretary of the Post Office, Edinburgh.

Sir,

General Post Office, 25 April 1843.

THE Postmaster-general having had under consideration the memorial of the stampers in the Post Office at Edinburgh, which was transmitted in your report of the 6th instant, I am directed to inform you that his Lordship cannot grant the memorialists any increase of their salaries, and you will be good enough to acquaint them accordingly.

With respect to the case of "Sloan," I have to inform you that his Lordship does not see that he has any claim to a separate consideration ; and as his Lordship observes you have stated that Sloan was a second time appointed a stamper "a few days prior to the introduction of the penny postage," which was not the case, he directs me to add that he cannot but regret having had before him a report evincing such a want of accuracy.

Sir E. S. Lees.

I am, &c.
(signed) *Jas. Campbell, pro Sec.*

Inspector of Letter Carriers, Edinburgh, to President of Inland Office,
Edinburgh.

Sir, Letter Carriers' Office, Edinburgh, 1 April 1843.

I HUMBLY beg to lay before you an application for an increase of my salary, with reference to my length of service as inspector of letter-carriers in this office.

On the 1st August last I completed a service of 20 years in the above capacity, and humbly trust, in consideration of such a lengthened service, that his Lordship the Postmaster-general may be pleased to grant an advance in my income.

You are aware that during nearly nine years I received only a salary of 80 *l.* per annum, when a scale was granted to the office by which I became entitled to 100 *l.*, and on completion of my 10th year I enjoyed for the next five years 120 *l.*; at the expiry of the 15 years I became entitled to 150 *l.* per annum; after which my salary became fixed. I trust you will cordially agree with me that that salary, when compared with the salaries of the officers in the Inland Office (who after 20 years' service become entitled to a salary of 230 *l.* per annum), is not by any means sufficient remuneration, considering the duties and so lengthened a service as mine has been.

May I therefore beg that you will lend your aid in representing my case to the proper quarter, and endeavour to have me placed upon the same footing as the above officers, or to have some further increase to my salary.

Joseph Moule, Esq.

I am, &c.
(signed) *James Findlay.*

President of the Inland Office, Edinburgh, to Secretary of the Post Office,
Edinburgh.

Sir, Inland Office, 3 April 1843.

THE inspector of letter-carriers having addressed me on the subject of an increase of salary, I lose no time in forwarding his letter, that it may have the advantage of the Postmaster-general's consideration at the same time as others of a similar nature which I have lately had occasion to transmit.

As this case differs in certain respects from the others, inasmuch as Mr. Findlay has reached the maximum salary allowed to his office, I would respectfully submit that 15 years is too short a period to regulate a maximum. I should hope his Lordship might be induced to add other two periods to this, with an increase at each; and looking at the age and length of service of the present inspector, if anything is to be done with a view to his benefit personally, these periods should be fixed at 20 and 25 years.

Mr. Findlay informs me he has completed his 57th year of age, and he has been 22 years in the service. The assistant inspector is older still.

As to personal character and qualifications of Mr. Findlay, I have great satisfaction in having it in my power to report most favourably in every respect. During the last 21 years he has been daily and hourly under my immediate inspection, and a more anxious, faithful, and devoted officer we have not in the establishment. At the time of the re-organization of the office in 1822 his services were of the greatest value, and I should be most happy if anything can be done to make his old age more comfortable. With these observations I respectfully commend his case to his Lordship's favourable consideration.

Sir Edward S. Lees.

I am, &c.
(signed) *J. Moule.*

Secretary of the Post Office, Edinburgh, to Lieutenant-colonel *Maberly*.

Sir,

General Post Office, Edinburgh, 5 April 1843.

IN transmitting to you the accompanying memorial from the inspector of letter-carriers of this office, praying for increase of salary, I have nothing from myself to add to the report which I send with it from Mr. Moule, save a confirmation, in every way, of the opinion which the president has expressed of his merits and conduct.

Mr. Findlay was many years in the office before myself, and I have never had reason to entertain any but the highest opinion of him, and such I continue still to hold.

But in how far his situation, responsibility, and duty require either a higher salary than the Postmaster-general has allotted to him, or a more liberal arrangement, as regards the scale with reference to service, it is for his Lordship, and not me, to determine.

Lieutenant-colonel Maberly.

I am, &c.
(signed) *Edward S. Lees*,
Secretary.

MEMORIAL from the Clerks of the Inland Office, Edinburgh.

To the Right Honourable the Earl of *Lonsdale*, Postmaster-General.

Inland Office, General Post Office,
Edinburgh, 10 July 1846.

May it please your Lordship,

WE, the clerks of the Inland Office of Edinburgh, humbly and respectfully beg to address your Lordship concerning the smallness and inadequacy of our salaries.

The present scale of salaries shuts out 10 junior clerks from any prospect of increase; their salaries are fixed, and the net amount is only 58*l.* 10*s.* per annum, payable quarterly. Their official duties are laborious, and engross their entire time, and are as responsible as those of the other clerks of the office. Five of these juniors have served from four to five years.

In the last memorial for salary (we had the honour to address your Lordship in March 1843) it was stated, "The scale of salary should admit the clerks generally to all its terms, the higher salaries attained in rotation being an object for patient, zealous, and faithful service; but that the present scale did not admit the clerks accordingly, and that it contained no such prospects for the great majority of the clerks, on account of the uniformity of age and comparative youth of the clerks of the first class, caused by the complete change that took place in 1822, but especially on account of the limited number of the clerks belonging to the first class and principal clerkships."

As regards the junior clerks, we beg to state, that whereas formerly under 20 years was the age of admission to the Inland Office, for several years past the regulation in force admits clerks if not above 30 years of age. We humbly and respectfully submit that these junior clerks, several of whom are married, cannot maintain an arduous and responsible position creditably, and that their salaries are inadequate to afford them a sufficient subsistence.

We beg the liberty also to refer to your Lordship the great difference existing between the salaries of the senior clerks of the Inland Office here and of London and Dublin.

The following are the total amounts of clerks' salaries, &c., including those of the presidents of the Inland Offices of Edinburgh and Dublin:—

Edinburgh, £4,567.

Dublin, £8,128.

As the business of the Inland Office, Edinburgh, may have an important bearing in your Lordship's consideration of our case, we humbly beg to furnish an abstract:—

The number of bags received and dispatched, including receiving-office bags and private bags, is 1,000 per day.

The number of letters passing through the offices, 50,000 per day.

The number of newspapers passing through the offices, from 15,000 to 20,000 per day.

The number of registered letters passing through the offices, from 60 to 70 per day.

The number of remittance letters, official money letters, stamp parcels, &c. &c., passing through the offices, from 40 to 50 per day.

There are five deliveries by letter-carriers per day.

The attendance of the clerks of the Inland Office, Edinburgh, extends over both night and day, the duty commencing at 3.15 A.M., and ending at 11 P.M., Sunday included, and admits of no intermission.

In addition to the ordinary attendance and duties, there are regular extra duties performed by the clerks in rotation, there not being a sufficient number of clerks to do the duty when divided into two parties, and for which rotation of extra duty no payment is received.

We had the honour to memorialize your Lordship for payment for the above extra duties in September 1844.

In consequence of the ~~severe attendance~~ during the last five years there has been much sickness.

Your Lordship is aware that when a clerk is absent on any account, or cannot attend from sickness, a substitute is summoned to perform his duties; this summons is compulsory. The substitute is paid out of the salary of the absent clerk, and although it is extremely small payment, the salaries of the great majority of clerks cannot afford it.

The following is the scale of payments for substitutes:—

For the first class of officers, a deduction of 2s. 6d. for absence from morning or evening duty, and of 1s. for mid-day duty.

For the second class, a deduction of 2s. for absence from morning or evening duty, and of 1s. from mid-day duty.

For the third class, a deduction of 1s. 6d. for morning or evening duty, and of 1s. from mid-day duty.

For the junior class, 1s. for morning or evening duty, and 1s. for mid-day duty.

The morning duty commences at 3.15 A.M., and ends at 8 A.M.

The mid-day duty commences at 10 A.M., and ends at 6 P.M.

The evening duty commences at 8.30 P.M., and concludes at 11 P.M.

Your Lordship will perceive that extra attendance obliges a clerk to be upon duty, with little interval, from 3.15 A.M. to 11 P.M., for a short or a long period, as the case may be, during which he has a double responsibility, and considering the unseasonable hours, fatigue, and detriment to health, we humbly submit that we suffer great hardships in consequence.

In laying our memorial before your Lordship, we hope the whole facts adduced in its support will be found correct and satisfactory.

We now most respectfully, but urgently, entreat your Lordship's favourable consideration of our case.

(signed)	<i>Geo. Lawrence.</i>	<i>Wm. Kerr.</i>	<i>J. Walters.</i>
	<i>Geo. B. Bond.</i>	<i>N. Young.</i>	<i>J. Turnbull.</i>
	<i>James Welch.</i>	<i>F. Jones.</i>	<i>R. C. O'Hara.</i>
	<i>James Weir.</i>	<i>J. Davidson.</i>	<i>W. T. Atkinson.</i>
	<i>A. Horn.</i>	<i>John H. Banks.</i>	<i>Thos. Sanderson.</i>
	<i>Geo. Thomson.</i>	<i>W. Smellie.</i>	<i>D. Maclean.</i>
	<i>Arch. Douglas.</i>	<i>J. Dobson.</i>	<i>W. Carling.</i>
	<i>John Shearer.</i>	<i>Geo. S. Smith.</i>	<i>F. Craigie.</i>
	<i>John Curray.</i>	<i>H. Wyllie.</i>	

President of the Inland Office, Edinburgh, to Secretary of the Post Office,
Edinburgh.

Sir,

Inland Office, 14 July 1845.

THE clerks of this department have transmitted to me the enclosed memorial to the Postmaster-general, with the letter accompanying it addressed to myself, which I beg to submit to his Lordship's favourable consideration.

As to the statistics of the amount of duty, there is, I believe, some little exaggeration; though I have not checked the number of letters, I think them over-estimated here, as well as the newspapers. I may mention that the morning duty has recently been altered to 4 o'clock in the place of 8.15. As to the comparison of salaries between the Dublin and Edinburgh offices, I can say nothing, as I know nothing of the former office.

But the main facts of the work being heavy, and the pay small, are undoubted, and the prospects of the 10 juniors are very depressing. I would fain hope that his Lordship will be pleased to make some improvement in their condition. It certainly is worthy of remark and consideration that these officers have no relief even on Sundays; the duty is almost the same on that day as others; the payment of substitutes in all cases of absence, and also the expenses arising out of their mistakes, which the peculiar nature of their duties exposes them to, in a great degree, is also a material drawback on the very small salaries they receive. And it is impossible not to connect the painful subject of the number of missing letter cases with the state of poverty so large a body of our officers are placed in, and to wish at least that there should be no reasonable grounds for blending these subjects together. Upon each and all of these points I would presume to suggest to his Lordship to reflect, and I trust the result will be a favourable recommendation to the Treasury of the petitioners' case.

I am, &c.

(signed) *J. Moule.*

Sir Edward S. Lees.

The Secretary of the Post Office, Edinburgh, to Lieutenant-colonel *Maberly*.

Sir,

General Post Office, Edinburgh, 14 July 1845.

IN forwarding the accompanying memorial from certain of the officers of the Inland Office of this department, I consider it unnecessary to say more, after the very decided opinions I have already taken the liberty of submitting on the same subject, than that I strongly recommend its prayer to the consideration of the Postmaster-general; and I submit that the salaries of the junior officers be immediately raised to 70 *l.* a year, and that the increase to the 10 officers who are now paid at the very inadequate rate of 60 *l.* per annum shall date 12 months back, so that each receive the sum of 10 *l.*, being one year's increase.

(signed) *Edward S. Lees*, Secretary.

Lieutenant-colonel *Maberly*.

The Postmaster-General to the Lords of the Treasury.

My Lords,

General Post Office, 7 August 1845.

I HAVE the honour to transmit to your Lordships copy of a report from the secretary to the Post Office in Edinburgh, with a memorial from certain clerks in the Inland Department of that office, praying that their salaries may be placed upon a more satisfactory footing.

I beg to state that the claims of these officers have been repeatedly and earnestly pressed upon me; but recollecting the opinion expressed by your Lordships in 1840, upon the introduction of the penny postage, viz. that it would be advisable to await the result of further experience as to the permanent necessity for the additional force which was granted at that period before any alteration should be made in the salaries of these clerks, I have hitherto deferred

bringing their case before you until I feel it can no longer in fairness be withheld; and as I am of opinion that the claims of the junior and third class are the most pressing, there being ten clerks of the junior class, five of whom have been above four years in the office, receiving only 60*l.* a year each, without any scale for length of service, I propose the following alterations, which I trust will receive your Lordships' early and favourable consideration :

The present establishment of the Inland Office at Edinburgh consists of—

1 Superintending president and principal clerk.	£.
Salary as principal clerk - - - - -	300
Allowance as president - - - - -	50
Compensation for loss of newspaper privilege -	109
Allowance for superintendence of Money-order Office (while performed by Mr. Moule) - -	100
	<hr/>
	559
1 principal clerk - - - - -	300

Five Clerks—First Class.

Under 15 years - - - - -	£. 160
15 to 20 - - - - -	190
Above 20 - - - - -	230

With allowances to vice-presidents, 30*l.* and 20*l.*

Eight Clerks—Second Class.

Under 10 years - - - - -	£. 120
10 to 15 - - - - -	140
15 to 20 - - - - -	180

With allowance to two windowmen, 20*l.* and 15*l.*

And compensation for loss of fees, 15*l.*

Eight Clerks—Third Class.

Under 5 years - - - - -	£. 70
5 to 10 - - - - -	80
10 to 15 - - - - -	100
Above 15 - - - - -	130

10 juniors at 60*l.* per annum each, with no scale for length of service.

I submit the following is the proposed improvement for the scale of the third class:

Under 5 years - - - - -	£. 80
5 to 10 - - - - -	90
10 to 15 - - - - -	100
Above 15 - - - - -	130

And that the scale of the 10 juniors may be—

Under 3 years - - - - -	£. 70
3 to 10 - - - - -	80
10 to 15 - - - - -	90
Above 15 - - - - -	100

If your Lordships should be pleased to sanction my recommendation, the result will be, as is shown in the enclosed comparative statement, an immediate increased expense of 230*l.* per annum, and the maximum increase, assuming every officer in the two classes to have attained the highest salary of each class, 400*l.* a year.

To the Right Honourable the
Lords Commissioners of Her Majesty's
Treasury.

I have, &c.
(signed) *Lonsdale.*

COMPARATIVE STATEMENT.

PRESENT ESTABLISHMENT.	Present Amount per Annum.	Maximum.	PROPOSED.	Present Amount per Annum.	Maximum.
	£.	£.		£.	£.
1 Superintending President and Principal Clerk :			1 Superintending President - -	559	559
Salary - - - - -	300		1 Principal Clerk - - - -	300	300
Ditto as president - - -	50		5 Clerks, First Class - - -	1,200	1,200
Compensation, newspaper	109		(scale as at present.)		
Money-order Office - -	100		8 Clerks, Second Class - - -	1,370	1,650
	559	559	(as at present.)		
1 Principal clerk at - - -	300	300	8 Clerk, Third Class :		
5 Clerks, First Class :			Under 5 years - - - £.		
Under 15 years - - - £.			5 to 10 - - - 90		
15 to 20 - - - 180			10 to 15 - - - 100		
Above 20 - - - 230			Above 15 - - - 130		
5 at 230 £. - - - 1,150			8 at 90 £. - - - 720	720	1,040
2 allowances, vice-presidents - - - 50			10 Juniors :		
	1,200	1,200	Under 3 years - - - £.		
8 Clerks, Second Class :			3 to 10 - - - 80		
Under 10 - - - £.			10 to 15 - - - 90		
10 to 15 - - - 140			Above 15 - - - 100		
15 to 20 - - - 180			5 at 80 £. - - - £.		
Above 20 - - - 200			5 at 70 £. - - - 350		
3 at 200 £. - - - 600				750	1,000
1 at - - - 180			Proposed Establishment - £.	4,899	5,749
3 at 140 £. - - - 420			Present - ditto - - -	4,669	5,349
1 at - - - 120					
Window-men - - - 35			Increase per Annum - £.	230	400
Compensation - - - 15					
	1,370	1,650			
8 Clerks, Third Class :					
Under 5 - - - £.					
5 to 10 - - - 80					
10 to 15 - - - 100					
Above 15 - - - 130					
8 at 80 £. - - - 640	640	1,040			
10 juniors, at 60 £. - - - 600	600	600			
	£.	4,699	5,849		

C. Trevelyan, Esq., to the Postmaster-General.

My Lord,

Treasury Chambers, 25 August 1845.

WITH reference to your Lordship's letter of the 6th instant, transmitting copy of a report from the secretary of the Post Office in Edinburgh, with a memorial from certain clerks in the Inland Department of that office, praying that the salaries may be placed on a more satisfactory footing, I have it in command from the Lords Commissioners of Her Majesty's Treasury to convey to you their sanction to the following improved scale of the third class and junior clerks in the Inland Department of the Post Office in Edinburgh, as recommended by you ; viz,—

Salaries of Eight Third Class Clerks.

	£.
Under 5 year's service - - -	80 per annum.
5 to 10 " - - -	90 "
10 to 15 " - - -	100 "
Above 15 " - - -	130 "

Ten Junior Clerks.

					£.
Under 3 years' service	-	-	-	-	70 per annum.
3 to 10	„	-	-	-	80 „
10 to 15	„	-	-	-	90 „
Above 15	„	-	-	-	100 „

Which is stated by your Lordship will cause an immediate increased expense of 230 *l.* per annum, and in the event of each officer obtaining the highest salary of each class, of 400 *l.* per annum.

I am, &c.
(signed) *C. Trevelyan.*

The Right Honourable the Postmaster-General.

James Campbell, Esq., to the Secretary of the Post Office, Edinburgh.

Sir,

General Post Office, 26 August 1845.

I HAVE the satisfaction to enclose, for your information, copy of a letter from Mr. Trevelyan, of yesterday's date, conveying the sanction of the Lords of the Treasury for an improved scale of salary for the third and junior classes of clerks in the Inland Department of the Post Office in Edinburgh, in conformity with a recommendation made by the Postmaster-general.

The new scale will take effect from the date of the Treasury letter.

I am, &c.
(signed) *James Campbell.*

The Secretary,
General Post Office, Edinburgh.

MEMORIAL of the Stampers of the General Post Office, Edinburgh, to his Lordship the Postmaster-General,

Humbly sheweth,

THAT your petitioners feel the inadequacy of their salary of one guinea per week to maintain the position in which your petitioners are placed. The situation of stamper has always been held as one of trust and respectability.

Previous to the introduction of the Penny Postage Act, in 1840, the stampers had the late-letter fees, in addition to their weekly pay of one guinea, which amounted to 18 *l.* per annum, as taken from an average of three years previous, thus making the salary 72 *l.* 12 *s.* per annum.

In 1840 the late-letter fees were added to the revenue; compensation was promised. During the periods of delay your petitioners received their appointments. After two years had elapsed, compensation was granted to the amount of 18 *l.* per annum, including only those who enjoyed the late fees, while no permanent arrangement was made for the future, in consequence of which the income of the situation was reduced one-fourth, or 7 *s.* per week. Such reduction is felt to press so heavily upon the income of the petitioners, that we feel unable to do justice to our families and maintain that respectability expected from our situation. On these grounds your petitioners humbly solicit your Lordship to grant a scale of salaries, to increase by length of service, similar to that given to the stampers in Dublin.

And your petitioners, as in duty bound, shall ever pray, &c.

(signed) *James Sloan,*
And Four others.

January 1846.

The President of the Inland Office, Edinburgh, to the Secretary of the Post Office, Edinburgh.

Sir,

Inland Office, 12 January 1846.

ON the 3d of April 1843, I forwarded a memorial to the Postmaster-general from the junior stampers of this department, for an increase of salary, which received for answer an unfavourable decision.

They have again submitted their case to his Lordship, in a memorial this day transmitted to me, and which I now beg to enclose.

F. Abbott, Esq.

I am, &c.
(signed) J. Moule.

The Secretary of the Post Office, Edinburgh, to Lieutenant-colonel *Maberly*.

Edinburgh, 28 January 1846.

IN transmitting this memorial from the stampers of this office for a scale of salary according to length of service, similar to that granted to the stampers in Dublin, I beg to refer to a report from Sir Edward Lees of the 6 April 1843, on the same subject.

As the circumstances of the parties are not changed since that period, it does not appear to me necessary to do more than leave it to the decision of the Postmaster-general whether the grounds on which the stampers in Dublin have been granted a scale of salary apply equally to Edinburgh; if so, I presume his Lordship will favourably entertain this application.

Lieut.-col. Maberly.

(signed) F. Abbott.

James Campbell, Esq., to the Secretary of the Post Office, Edinburgh.

Sir,

General Post Office, 5 February 1846.

I HAVE submitted to the Postmaster-general your report of the 28th ultimo, forwarding a memorial for an improved scale of salaries from the stampers in the Post Office at Edinburgh, together with the papers relating to the former applications of the same nature, which were fully considered and negatived on the ground that the parties were already fairly paid, and I am directed to acquaint you, that as the circumstances of the case seem to have undergone no change since April 1843, when it was last gone into, his Lordship sees no ground upon which to reverse the decisions of his predecessor. You will have the goodness to inform the applicants accordingly.

F. Abbott, Esq.

I am, &c.
(signed) Jas. Campbell.

The Right Honourable the Earl *St. Germans*, Postmaster-general.

May it please your Lordship,

Inland Office, General Post Office,
Edinburgh, 5 March 1846.

WE, the clerks of the Inland Office, Edinburgh, humbly and respectfully beg to memorialize your Lordship that the scale of salary established 6 April 1831, has become inadequate to the circumstances of the office, and affords insufficient remuneration for the services and duties of the memorialists.

We humbly and respectfully beg to represent to your Lordship that the first class have now all nearly completed 25 years' service; that the second class have completed from 15 or upwards to 20 years' service, and that the third class have completed nearly 10 years' service.

We humbly and respectfully beg to represent to your Lordship that to the clerks of the first, second, and third classes there now remains little or no benefit in the scale of salary, and that it does not afford adequate remuneration for long and faithful services, and the performance of arduous and responsible duties, and that there is no promotion.

We humbly and respectfully beg to represent to your Lordship that when the scale of salary was established, 6 April 1831, there were only 23 clerks; viz.

	£.
2 Principal Clerkships - - - - -	300
5 First Class :—Under 15 years - - - - -	160
15 to 20 years - - - - -	190
Above 20 years - - - - -	230
7 Second Class :—Under 10 years - - - - -	120
10 to 15 - - - - -	140
15 to 20 - - - - -	180
Above 20 - - - - -	200
7 Third Class :—Under 5 years - - - - -	70
5 to 10 - - - - -	80
10 to 15 - - - - -	100
Above 15 - - - - -	130
2 Junior Clerks :—Fixed salary - - - - -	60

23

We humbly and respectfully beg to represent to your Lordship that in April 1839, in consequence of the establishment of the London day mail, and the double dispatch to and from the north, the Postmaster-general was pleased to appoint four extra clerks to this office, whereby an additional clerk was authorised to each of the second and third classes, making the number of clerks eight in each of these classes, the other two appointments being included in the junior class; and that in consequence of the Penny Postage Act and great increase of business, and the severe midnight and day duties, six additional extra clerks were appointed by the Postmaster-general, and subsequently all included in the junior class, making the number of clerks now employed in this office thirty-three.

We humbly and respectfully beg to represent to your Lordship, therefore, that one-half the former number of clerks have been added to the office subsequent to 6 April 1831, and that no corresponding extension has yet been sanctioned in the scale of salary.

We humbly and respectfully beg to represent to your Lordship that the attendance at the office is from 3.30 A.M. to 8 A.M.; from 10.30 A.M. till 6 P.M.; and from 8.15 P.M. till 12.30 P.M. Sunday included. In addition to this attendance (there not being a sufficient force when divided into two parties) three clerks are required to attend extra every morning from 3.30 A.M. till 8 A.M., and one clerk extra every day from 1 to 4.15 P.M., which extra duty is done by rotation. But the attendance has been much more severe than here represented, in consequence of the late arrival of the mails, and especially the additional extra attendance required on account of the absence of many of the clerks under sickness, and which will always prevail in a greater or less degree so long as there is such severe midnight attendance, when the clerks cannot obtain necessary refreshment, there not being a sufficient interval between the time of concluding the night duty and the commencement of the morning duty, and there being little time for rest during the day.

With regard to the business of the office, we humbly and respectfully beg to lay before your Lordship the following abstract:—

The total number of bags received and dispatched daily, 1,000.

The total number of letters passing through the office daily, from 50,000 to 60,000.

The total number of newspapers daily, from 15,000 to 30,000.

The total number of registered letters daily, 100.

The total number of remittance letters, official money letters, stamp parcels, &c. &c. daily, 50.

We humbly and respectfully beg to represent to your Lordship that in the Inland Office there are three presidents and 27 clerks; that in the Paid-letter Office there are three clerks.

We

We humbly and respectfully beg to submit to your Lordship that in the Inland Office, where there is so much business and very severe attendance, 27 clerks are not sufficient force for the regular performance of the duties.

We humbly and respectfully beg to represent that in September 1844 we had the honour to memorialize the late Postmaster-general, the Earl of Lonsdale, regarding the extra duty performed by rotation.

We humbly and respectfully beg to represent to your Lordship that the first class pay 3s. 6d., the second class, 3s., the third class, 2s. 6d., and the junior class, 2s., when absent from the office under sickness or otherwise, and that a substitute is summoned to perform the duty.

We humbly and respectfully beg to represent to your Lordship that a fine of 6d. and an extra attendance is imposed on a clerk if late, even for a second, for his attendance. According to the scale of payment for substitutes an extra attendance is from 1s. 6d. to 2s. 6d.

We humbly and respectfully beg to represent to your Lordship that the memorialists entered the office at the fixed salaries of 55*l.* and 58*l.* 10*s.* per annum, and have risen by very slow gradations.

We humbly and respectfully beg to bring under your Lordship's attention the great difference which exists in the scale of salary, established 6th April 1831, as respects the first and second classes and that of the third class. At 10 years' service the difference between the first and second classes is 20*l.*, but between the second and third classes the difference is 40*l.*; at 15 years' service the difference between the first and second classes is 10*l.*, but between the second and third classes it is 50*l.* The scale of salary also extends to 20 years' service to the second class, but to the third class it is limited to 15 years' service.

We humbly and respectfully beg to represent to your Lordship that in the Inland Office, London, the salaries of two-thirds of the clerks are upwards of 100*l.*; in the Inland Office of Dublin likewise two-thirds of the clerks have upwards of 100*l.*; but in the Inland Office of Edinburgh more than one-half of the clerks' salaries are under 100*l.*

According to the Parliamentary Returns, Nos. 72. 298, Sess. 1845, the total number of the clerks' salaries of the Inland Office of Edinburgh and Dublin are as follows:

	£.
Edinburgh - - - - -	4,567
Dublin - - - - -	8,128

That there are in the Inland Office, Dublin, 29 clerks whose salaries are upwards of 100*l.*, while in the Inland Office of Edinburgh there are only 15; whereas according to the number of clerks respectively in each office, if the salaries of the Inland Office, Edinburgh, were in proportion to the Inland Office, Dublin (even without reference to the business), there would be 21 clerks in Edinburgh at upwards of 100*l.*

We humbly and respectfully beg to represent to your Lordship that new establishments for the Inland Offices of London, Dublin, and Edinburgh were sanctioned 6th April 1831; that these establishments, compared with the Parliamentary Returns above referred to, Nos. 72. 298, show that considerable extension and improvements in respect of the salaries have subsequently thereto been sanctioned to the Inland officers, London and Dublin, and that little or no improvement in this respect has been sanctioned to the establishment of 1831 of the Inland Office, Edinburgh.

We now humbly and respectfully beg that your Lordship will be pleased to take this memorial into your Lordship's kind and favourable consideration. We do not doubt your Lordship will bear in mind our arduous and responsible duties, requiring constant attendance during the unseasonable hours of midnight as well as during the day, and without intermission on Sunday, or any relaxation from year to year; the extra duties performed unremunerated; the large deduction from our salaries when absent under sickness, and a lifetime of faithful services without any prospect of promotion.

We hope that we have hitherto conducted ourselves to the satisfaction of our superiors, our attendance having been regular, and duties performed diligently and correctly. We also humbly and respectfully beg to hope, that under the more immediate authority of Mr. Abbott, our office will receive his kind and able attention, and that he may assure your Lordship of our obedience and duty.

Under these circumstances we humbly and respectfully hope that your Lordship will be pleased to sanction such improvement and extension in the scale of salary as to your Lordship may seem just.

Your Lordship's memorialists humbly beg to subscribe themselves,

(signed) *G. G. Bruce,*
And 26 others.

President of the Inland Office, Edinburgh, to Secretary of the Post Office,
Edinburgh.

Sir,

Inland Office, 13 April 1846.

THE enclosed memorial to my Lord the Postmaster-general was intended to have been forwarded to me before I went to London, but was afterwards delayed till my return. I have carefully examined the statistics and statements therein detailed, and believe them to be substantially correct.

There is some little exaggeration as to the present numbers of the registered letters and official money letters; half the number respectively stated would be nearer the present amount of business done in that department, though a few months ago it was much heavier. The relative numbers both of letters and newspapers, however, are correct, which is the principal point so far as the statistics are concerned; and the subject of the very heavy attendance required I not long ago brought under the special notice of the Postmaster-general, I am sorry to say without as yet obtaining any relief. I do not hesitate to state, that in my opinion it is too heavy for the human constitution to bear without serious injury, and as distinguished from that which is required from the officers of every other department, is beyond comparison.

It is impossible not to associate the moral character of the officers with the very low scale of salaries assigned to the department. Anything below 100 *l.* a year is utterly inadequate to maintain a person entirely in a respectable position in society. Young men are sent here from all parts of Great Britain, friendless and unprotected, at salaries of 60 *l.* and 70 *l.* per annum, and even this pittance is subjected to a deduction; and on the one hand they are required to make a respectable appearance, while their own youth and inexperience too often induces them to keep up a higher position than is really required, from the very abject state of poverty in which they know they are really placed. The consequences of this are painful in the extreme to every right-thinking mind. While crushed down by poverty these young men are placed in a state of daily and hourly temptation from the gross carelessness exhibited by the public in the mode in which they transmit money and other valuable property through the post. It cannot excite surprise, however deeply it is to be deplored, that frequent instances all over the kingdom occur of such temptation proving too strong to be resisted. I fully believe that the best remedy for this evil is the putting the scale of salaries on such a footing that a superior class of officers would in the first instance be appointed to the situations, and a feeling of self-respect and high moral duty would be preserved, by giving them something better to look forward to as the reward of length of service and good conduct than the present scale offers. By the present system a young man is almost of necessity forced into debt and difficulty in the early stages of his appointment, which gradually accumulates around him till he is rendered callous and desperate, as even after 20 years' service he may not have more than 200 *l.* per annum to look to. I very much fear that the case of Mr. Horn, at present awaiting a trial, is one of the kind I have alluded to. Be this, however, as it may, I would respectfully implore the Postmaster-general to consider the scale of salary in all its bearings; and whether his Lordship inspects it in connexion with the amount of attendance daily

daily required, with the quantity of actual work done, with the length of service, with the temptations that are placed in the way of the parties, each and all of these will, I trust, induce my Lord to revise and improve it,—a measure alike essential to the respectability of the department, the comfort of the officers employed, and, I may venture to add, the satisfaction of the public mind.

About two years ago, a benevolent project was started for raising a fund for the benefit of the widows and children of officers employed in the Post Office. It was hailed with general satisfaction by the officers of this department, to whom perhaps more than any other it was more peculiarly desirable; but when the details were announced, it was found that the salaries of the officers were too small to admit of their availing themselves of the advantage held forth, as they could not afford to pay the necessary premiums, and of those that, in their anxiety to benefit their families, did venture to join it, a large proportion have since been compelled by poverty to abandon it, and sacrifice the money they had already paid; and unless some improvement in the salaries is effected, this benevolent project will fall through, not from want of interest in it, but from actual inability to contribute any sum, however small, from the quarterly pittance it is the lot of these officers to receive.

Upon this part of the subject I have only to add the Sunday attendance, this giving one-seventh more to this department than any other; the system of paying for substitutes under the most pressing illness, and every other circumstance that may occur, and the fines and expenses incurred for expresses to rectify errors, which under the pressure of hurry in which the duty is obliged to be performed may be considered as occasionally unavoidable, even with the greatest care; all these points concur in increasing the peculiar hardships of the department, and will, I would humbly hope, be additional inducements to his Lordship to give this memorial his most favourable consideration.

There is one subject, however, to which I feel bound to allude specially, because I believe it is one his Lordship will require to be informed on; I mean that spirit of insubordination which has at various times, during the last two years more especially, exhibited itself. I own I have witnessed this with equal surprise and regret, because I fully believed, up to that time, that I possessed the respect and esteem of the officers under my control. However painful it was to me to be undeceived on this point, I believe this state of things arose out of peculiar circumstances, which, under the improvements that have recently taken place, I have no doubt will never occur again. The circumstances I refer to were an inquiry being instituted into the department over which I am placed, from which I was rigidly excluded; an inquiry carried on in a way that could do no practical good, and that necessarily did much harm, as it unsettled the relative position of all parties. It is only necessary to allude to this subject now, to state that I am of opinion no insubordination would ever have been evinced but for this unfortunate step, and that already matters are put into such a train that I doubt not, henceforth, all parties will be kept in their proper position, and if they deviate from their proper position they will suffer the consequences of such a step. I hope therefore the refractory disposition of one or two individuals will in no degree affect the question now before his Lordship, but that he will be pleased to decide upon it on its own merits generally, without reference to its effect upon this or that individual; and I trust I may pledge myself that the future good conduct of the clerks of this department will merit the benevolent interference of his Lordship in their favour. I therefore humbly recommend the prayer of the memorial in the strongest terms to the favourable consideration of the Postmaster-general.

I am, &c.

Francis Abbott, Esq.

(signed) *J. Moule.*

The Secretary of the Post Office, Edinburgh, to Lieutenant-colonel *Maberly*.

24 April 1846.

THE enclosed application from the officers in the Inland Office has been placed in my hands, with a request that I will forward it for the favourable consideration of the Postmaster-general, which I now beg to do, and to express my earnest hope that his Lordship will find it just and right to recommend to the Treasury to grant a scale of salary to the Inland Department more in proportion to the duties the parties are called on to perform, the station in life in which they are placed, and the salaries granted to other officers of the same grade, station, and duties in the similar departments in London and Dublin.

Although I cannot concur in a great deal of the reasoning of Mr. Moule in the report which accompanies the memorial, or admit that the lowness of the pay may be taken as the foundation of so many serious losses which occur in the department, or that the instance of Mr. Horn (who was in the receipt of a salary of 200*l.* per annum) can be fairly quoted in proof of this argument, I am fully persuaded that the present scale of salary is very inadequate for the support of the officers in that respectability of station which they ought to maintain, and that the pressure occasioned by the desire to continue in the same station, and its consequent expenses, has been too great for effectual resistance to the great temptation to plunder, to which a young man in the Inland Department is constantly exposed.

After giving the matter careful consideration, I have drawn out a scale of salaries for the Inland Department, which I submit as a moderate, and indeed the lowest, amount which I can submit for the future payment of the officers contrasted with the present scale; also a table showing the effect of the proposed scale at present, and the maximum of the salaries, according to the existing and proposed scales, and total of expense in each case. I have also obtained, and transmit a copy of the present scale of salaries in Dublin, which you will observe are now higher than the increase I have recommended, although the parties perform similar duties in all respects; their attendance is, if anything, heavier in Edinburgh than in Dublin, the hours more unseasonable, and the rate of living in Ireland is, I am informed, considerably less expensive than in the Scotch capital, which varies very little indeed from the expenses of London.

In making out the new scale, I have assumed an addition of one vice-president and three junior clerks on the establishment, which I have already represented on previous reports from Mr. Moule to be absolutely necessary for the performance of the service at present, and it may be fairly calculated that this necessity will not decrease by any alterations that may follow the opening of the railways, and I beg to refer to the former reports I have sent you on this subject from Mr. Moule. The Postmaster-general has on a former occasion decided against increasing the income of the present superintending president; but whenever a vacancy may take place, it will be necessary to fix his income beyond the salary of 300*l.* for a "principal clerk," which Mr. Moule now has, with a separate allowance of 50*l.* as president, in addition to his compensations; and the new arrangement, if approved, may in this instance be postponed until a vacancy, if it is not deemed right to give Mr. Moule the benefit of the increase.

I beg to lay the case before the Postmaster-general, with an earnest request that his Lordship will give it his early and favourable consideration; and I may add, that as I have reason to hope the unfortunate spirit of insubordination and resistance to authority has now been suppressed, and the great discontent which has existed against the heads of the office allayed, the boon will be hailed with sincere gratitude, and the public service will be very greatly advanced by the proposed measure of relief.

Lieutenant-colonel Maberly.

(signed) *F. Abbott*, Secretary,

Enclosures in foregoing Report.

(1.)

EXISTING SCALE OF INLAND OFFICE SALARIES.			PROPOSED SCALE OF INLAND OFFICE SALARIES.		
Special allowances - - -	Superintending President - -	£. 50	1 Superintending President,		£.
	First Vice-President - -	30	Under 10 years - - -	350	
	Second ditto - - -	20	Above 10 " - - -	400	
	First Principal Clerk - -	300	3 Presidents, under 10 years - - -	250	
Old Scale, previous to 25th August 1845.	Second ditto - - -	300	above 10 " - - -	300	
	5 First class { Under 15 years	160	8 First class Clerks { Under 10 years	150	
	15 to 20 " 190		10 to 15 " 200		
	Above 20 " 230		Above 15 " 250		
8 Third class { Under 5 years	8 Second class { Under 10 years	120	10 Second class Clerks { Under 10 years	100	
	10 to 15 " 140		10 to 15 " 140		
	15 to 20 " 180		15 to 20 " 180		
	Above 20 " 200		Above 20 " 200		
8 Third class { Under 5 years	8 Third class { Under 5 years	80	15 Third class Clerks { Under 3 years	70	
	5 to 10 " 90		3 to 6 " 80		
	10 to 15 " 100		6 to 10 " 90		
	Above 15 " 130		Above 10 " 100		
10 Juniors, at 60 £ each, and no scale.	10 Juniors { Under 3 years	70			
	3 to 10 " 80				
	10 to 15 " 90				
	Above 15 " 100				
	33 Clerks.		37 Clerks.		
			1 President Clerk - - -	78	
			If chosen from the office - - -	20	

(2.)

INLAND OFFICE SALARIES.—Effect of the Proposed Increase.

No.		Existing Salaries, according to Present Scale.			Salaries, according to Proposed Scale.			INCREASE.		
		£.	s.	d.	£.	s.	d.	£.	s.	d.
1	J. Moule, superintending president (350 £, includes 50 £. as president).	350	-	-	400	-	-	50	-	-
3	A. Somerville, president (260 £, includes 30 £. as president).	260	-	-	300	-	-	40	-	-
	R. Greig, ditto (250 £., includes 20 £. as president).	250	-	-	300	-	-	50	-	-
	* ditto (250 £. or 300 £.) - - -	-	-	-	250	-	-	250	-	-
	(* New appointment.)									
8	G. Bruce - -	230	-	-	250	-	-	20	-	-
	J. Welch - -	230	-	-	250	-	-	20	-	-
	J. Weir - -	230	-	-	250	-	-	20	-	-
	G. Thomson - -	200	-	-	250	-	-	50	-	-
	Clerks in the 1st class.									
	A. Horn - -	200	-	-	250	-	-	50	-	-
	A. Douglas - -	200	-	-	250	-	-	50	-	-
	J. Shearer - -	180	-	-	250	-	-	70	-	-
	J. Cameron - -	180	-	-	250	-	-	70	-	-

No.		Existing Salaries, according to Present Scale.	Salaries, according to Proposed Scale.	INCREASE.
		£. s. d.	£. s. d.	£. s. d.
10	T. Young - - -	200 - -	200 - -	- - -
	W. Kerr - - -	180 - -	180 - -	- - -
	F. Jones - - -	155 - -	155 - -	- - -
	J. Murray - - -	90 - -	100 - -	10 - -
	J. Davidson - - -	90 - -	100 - -	10 - -
	Clerks in the 2d class.			
	W. Smellie - - -	90 - -	100 - -	10 - -
	G. Traquais - - -	90 - -	100 - -	10 - -
	W. Haling - - -	90 - -	100 - -	10 - -
	J. H. Banks - - -	90 - -	100 - -	10 - -
15	J. Findlay - - -	90 - -	90 - -	- - -
	G. Smith - - -	80 - -	80 - -	- - -
	J. Wyllie - - -	80 - -	80 - -	- - -
	E. Watters - - -	80 - -	80 - -	- - -
	J. Turnbull - - -	80 - -	80 - -	- - -
	J. Atkinson - - -	70 - -	70 - -	- - -
	J. Saunderson - - -	70 - -	70 - -	- - -
	D. M'Lean - - -	70 - -	70 - -	- - -
	F. Craigie - - -	70 - -	70 - -	- - -
	J. C. Lowes - - -	70 - -	70 - -	- - -
	J. N. Hodgson - - -	70 - -	70 - -	- - -
	T. B. Harkness - - -	70 - -	70 - -	- - -
	New appointment - - -	- - -	70 - -	70 - -
	New appointment - - -	- - -	70 - -	70 - -
	New appointment - - -	- - -	70 - -	70 - -
37	Total Number.	£. 4,575 - -	5,595 - -	1,020 - -
Clerk for superintending president, at 30 s. per week (new appointment) -				78 - -
Deduct for ditto, if chosen from the office, at 20 l. per annum				£. 1,098 - -
TOTAL INCREASE - - -				£. 58 - -
				£. 1,040 - -

INLAND OFFICE SALARIES.

MAXIMUM SALARIES, according to EXISTING SCALE.			MAXIMUM SALARIES, according to PROPOSED SCALE.		
No.		£. s. d.	No.		£. s. d.
1	Principal clerk and su- perintending president.	350 - -	1	Superintending president	400 - -
1	Principal clerk - -	300 - -	3	Presidents - - -	900 - -
5	Clerks, 1st class, including two vice-presidents, at 30 l. and 20 l. per annum each.	1,185 - -	8	Clerks, 1st class - -	2,000 - -
8	Clerks, 2d class - -	1,600 - -	10	Clerks, 2d class - -	2,000 - -
8	Clerks, 3d class - -	1,040 - -	15	Clerks, 3d class - -	1,470 - -
10	Junior clerks - -	1,000 - -			
33	Total Number.	£. 5,475 - -	37	Total Number.	£. 6,770 - -
			38		
			4	Increase.	
Deduct, Existing Scale -					5,475 - -
Increase - - -					£. 1,295 - -
President's clerk - -					78 - -
TOTAL INCREASE - - -					£. 1,373 - -

OF THE GENERAL POST OFFICE, EDINBURGH.

Thomas Lawrence, Esq., to Secretary of the Post Office, Edinburgh.

Sir,

General Post Office, 13 May 1846.

THE Postmaster-general has had before him your report of the 24th ult., enclosing a memorial from the officers of the Inland Office in Edinburgh, praying for an increase of salary; and his Lordship desires me to acquaint you that he regrets he cannot recommend the request of the memorialists to the favourable consideration of the Lords of the Treasury.

F. Abbott, Esq., &c. &c.

I am, &c.
(signed) *Thomas Lawrence*,
Assistant Secretary.

The Right Honourable the Earl of *St. Germans*, Postmaster-General.

THE MEMORIAL of *James Findlay*, Inspector of Letter-Carriers, General Post Office, Edinburgh.

May it please your Lordship,

THE memorialist was appointed inspector of letter-carriers in this office, 1st August 1822.

That the memorialist humbly and respectfully begs to represent to your Lordship that his salary is very small and inadequate.

That the memorialist humbly begs to lay before your Lordship copy of memorialist's salary, which was sanctioned by the Postmaster-general, 23d September 1822:—

	£.	s.
Salary - - - - -	54	12
From produce of fees on late letters -	25	8
	£. 80	-

And likewise scale of salary which was sanctioned by the Lords of the Treasury, 6th April 1831:

	£.
Under 10 years' service - - - -	100
10 to 15 years' service - - - -	120
Above 15 years' service - - - -	150

That the memorialist has faithfully discharged the duties of the responsible situation of inspector of letter-carriers nearly 24 years.

That the memorialist respectfully begs to represent to your Lordship that the above-mentioned sum of 25*l.* 8*s.*, sanctioned by the Postmaster-general in 1822, was deducted from the memorialist's salary in 1831.

The memorialist humbly begs to represent to your Lordship that the business of the Letter-carriers' Office has, since 1840, very largely accumulated. The number of letter-carriers employed in delivering letters is 50. The number of letters and newspapers delivered in Edinburgh in a week is upwards of 100,000.

The memorialist humbly begs to represent to your Lordship that he has also the management and superintendence of the Newspaper Sorting Office. The number of persons connected with this branch, as newspaper sorters, bagmen, supernumerary letter-carriers, collectors of receiving-house letter bags, and porters, is 23. The number of bags dispatched daily is 400. The number of newspapers passing through this office in a day is from 15,000 to 30,000.

The memorialist humbly begs to represent to your Lordship that, in addition to the duties above specified, he has to see the orders of the secretary executed in delivering certain stores to the Inland Letter-carriers' and Newspaper offices, and city receiving-houses; likewise in attending and seeing the orders of the secretary executed in the supply of all sacks, bags, saddle-bags, wallets, stamps, types, and seals, &c., required for the service in Scotland.

The memorialist humbly begs to represent to your Lordship that his attendance at the office is from 11 to 4.30 daily, and four nights a week from 8.15 to 12.30 P.M., Sundays included.

The memorialist humbly and respectfully trusts that these his multifarious duties have been performed carefully and diligently, and to the satisfaction of his superiors, during the long period of years he has filled the responsible situation of inspector.

The memorialist humbly and respectfully begs your Lordship will be pleased to give memorialist your Lordship's kind consideration in respect of long and faithful services, of the multifarious duties performed, the constant diligence required, and most humbly and respectfully entreats your Lordship to sanction such increase to memorialist's salary as to your Lordship may seem just.

The memorialist humbly begs to subscribe himself,

Letter-Carriers' Office,
General Post Office, Edinburgh,
28 April 1846.

(signed) *James Findlay*,
Inspector of Letter-Carriers.

President of the Inland Office, Edinburgh, to Secretary of the Post Office,
Edinburgh.

Sir,

Inland Office, 30 April 1846.

ON the 3d of April 1843 I transmitted to Sir Edward Lees a memorial from Mr. Findlay, the inspector of letter-carriers, to which no answer has hitherto been received. He has again forwarded to me another, addressed to the present Postmaster-general, which I now beg to enclose.

In my former report, above referred to, I entered fully into the question, and was able to certify in the strongest terms as to Mr. Findlay's personal character and merits; and I beg to report that a more laborious, zealous and useful officer we have not in the establishment; and as he has now completed 25 years' service, I should hope that his Lordship will be pleased to extend the scale of service fixed to the office he holds, with an appropriate augmentation of salary.

F. Abbott, Esq.

I am, &c.
(signed) *J. Moule*.

Secretary of the Post Office, Edinburgh, to Lieutenant-colonel *Maberly*.

12 May 1846.

I BEG to bring under the notice of the Postmaster-general a memorial from Mr. Findlay, the inspector of letter-carriers at Edinburgh, praying for increase of salary, and at the same time to refer to a former memorial from the same party, forwarded to you by Sir Edward Lees on the 5th April 1843, to which no reply appears to have been received here.

As regards Mr. Findlay himself, I firmly believe that the Postmaster-general has not in the service a more upright, respectable, and efficient officer in every respect; and my opinion is confirmed by those expressed by Sir Edward Lees in his report, and by Mr. Moule, under whom he has been more particularly employed for 24 years.

At present Mr. Findlay receives a salary of 150*l.* a year; and from the certified statement I have obtained from him, and which, from the accounts I have seen in regard to the Directory, I believe to be perfectly correct, it appears that in addition to this salary, his emoluments from the publication of the Directory, which requires great labour and time, may amount to 50*l.* a year more. I conceive this income is not sufficient for a person in the station Mr. Findlay holds, after 24 years' faithful service; and I beg strongly to recommend that instead of the present scale, the salary of the inspector of letter-carriers may be fixed at 150*l.* under 15 years, and 200*l.* after 15 years' service, as the lowest sum adequate to the situation he fills, and the duties and attendance required from him in the management and control of the Letter-carriers' Department.

I do not consider it right that the emoluments derived from the publication of the

the Directory should be taken into calculation, as the amount is very little for the trouble and labour which the editorship requires; and as the publication is the property generally of the letter-carriers, I do not see why he should not be deprived of it at any time, should they deem it right to appoint another person to edit the work for them.

I beg at the same time to bring under the notice of the Postmaster-general the salary of the assistant inspector, Mr. Barker, who is also a highly respectable and attentive officer. The scale of salary of the assistant inspector is now,

	£.
Under 10 years	90
10 to 15 years	100
Above 15 years	120

Mr. Barker was appointed in 1839, and is now in the receipt of a salary of only 90*l.*, without any emoluments whatever. I beg to recommend that in order to give this officer the rank which is necessary to maintain the control which he ought to have over the letter-carriers, and to secure a proper person for such a situation, the present scale may be improved, and that hereafter the pay of the assistant inspector may be, under 15 years, 100 *l.* a year; above 15 years, 150 *l.* a year. I conceive that the increased salaries I have now proposed are fair and just for the situations filled by the parties, and that the result will be beneficial to the revenue.

(signed) *F. Abbott,*
Secretary.

Lieutenant-colonel Maberly.

Further Enclosure in foregoing Report.

Letter-Carriers' Office, General Post Office,
Edinburgh, 11 May 1846.

Sir,

IN obedience to your request to be furnished with a certified statement of the total amount of emoluments received by me from the publication of the Edinburgh Post Office Directory, for each year during the last 10 years, and also of the amount of any other emoluments whatever, if any, derived from my situation of inspector of letter-carriers, I humbly beg to annex the statement required.

From the Post Office Directory.

	£.	s.	d.		£.	s.	d.
1836	-	-	19 15 6	1841	-	-	44 10 10
1837	-	-	37 16 -	1842	-	-	43 8 8
1838	-	-	55 18 4	1843	-	-	44 5 4
1839	-	-	49 4 10	1844	-	-	45 - -
1840	-	-	46 10 2	1845	-	-	50 4 4

I hereby beg to certify the above statement of emoluments, and that I derive no other emoluments whatever from my situation except my salary.

Francis Abbott, Esq.
&c. &c. &c.

I have, &c.
(signed) *James Findlay,*
Inspector of Letter-Carriers.

Thomas Lawrence, Esq., to the Secretary of the Post Office, Edinburgh.

Sir,

General Post Office, 2 June 1846.

I HAVE submitted to the Postmaster-general your report of the 12th ultimo, recommending an increase to the present salaries of the inspector and assistant inspector of letter-carriers at Edinburgh, and his Lordship desires me to acquaint you that he cannot submit the application to the favourable consideration of the Lords of the Treasury.

I am, &c.
(signed) *Thomas Lawrence,*
Assistant Secretary.

MEMORIAL of the Stampers of the General Post Office, Edinburgh, to
His Lordship the Postmaster-General,

Humbly sheweth,

THAT the situation of letter stamper is one of trust and responsibility, an appointment to which has always been held out as promotion from the Letter-carriers' Department.

That on 6th November 1838, James Sloan was promoted to that situation, and received one guinea a week, and a share of the fees on late letters. In consequence of a reduction recommended by Mr. Bokenham in April 1839, Sloan, being the most recently appointed, had to retire to the Letter-carriers' Office.

That on the introduction of the Penny Postage Act on the 10th January 1840, the fees on late letters were withdrawn as a portion of the salaries of the stampers, and compensation promised.

That on the 16th January 1840 Sloan was recalled to his duties as stamper in the Inland Office. R. Hamilton was promoted from the Letter-carriers' Office on 25th February 1840.

In consequence of the death of Mr. Watt, Allison was promoted as his successor on 3d December 1840.

Additional assistance being required, Murray and Forbes were promoted from the Letter-carriers' Office, 6th May 1841; Forbes subsequently resigned, and Gilchrist was appointed in his room.

That meanwhile the stampers were paid one guinea a week, and compensation was not awarded till November 1841, when the sum of 18 *l.* per annum, each, was given, but which included those only who were in receipt of those fees at 9th January 1840.

Your memorialists then applied to be placed on a scale of salary as was done in Dublin when the late-letter fees were abolished as part of the salaries of the stampers there, which was refused, on 16th February 1842, on the ground that on comparing our salaries with the junior officers of this department we had no reasonable cause of complaint.

That in April 1843 your memorialists renewed their application, accompanied by a letter from Sloan to Mr. Moule, pointing out the loss he had sustained in leaving the Letter-carriers' Office, which letter Mr. Moule also submitted to his Lordship's consideration, when, on the 28th April, both parties were refused.

That on 12th January 1846 your memorialists again applied to his Lordship, who, on 5th February 1846, decided that as there did not seem any change of circumstances his Lordship could not reverse the decision of his predecessors.

Your memorialists respectfully request your Lordship's attention to the fact, that the junior officers of the Inland Office have got an improved scale of salary since your petitioners were refused in 1842, on the ground of comparison with them.

In no part of the empire has general correspondence increased to such an extent as in Scotland; besides, the correspondence arising from the Money-order Office, the untimely hours of our attendance during seven days of the week, and no increase having been made to our force since May 1841, has very materially added to our duties, to which there has been superadded the close mental exercise of telling the number of letters passing through our hands; a task more difficult of accomplishment in our case from having our attention distracted by other duties, clearing the sorting tables, answering the Paid-letter Office, &c.

And your memorialists specially request your Lordship's attention to the fact, that no official intimation was ever given that the salary was to be only one guinea a week, thus reducing the income of the situation one-fourth, or 25 per cent.; had any such intimation been given there was no inducement for your petitioners to leave the Letter-carriers' Office for a situation where the income was much less than that enjoyed by some of them, and where promotion by seniority would ere this have placed all of them above their present income.

On these grounds your memorialists pray your Lordship to place them on a scale of salary as in Dublin, which appears from the last Parliamentary return to range from 65 *l.* to 85 *l.* per annum.

And your memorialists, as in duty bound, will ever pray, &c.

(signed) *James Sloan,*

5 January 1847.

And Four others.

President of the Inland Office, Edinburgh, to Secretary of the Post Office,
Edinburgh.

Sir,

Inland Office, 11 January 1847.

THE junior stampers have transmitted to me the enclosed petition to the Postmaster-general, in which they have given a correct outline of the facts of their case, so that it leaves me little to add except the dates on which I have reported on the subject involved in their present application.

At the establishment of the penny postage, his Lordship the Postmaster-general ordered the sixpenny fees for too-late letters, which had up to that time been a perquisite of the stampers, and formed a very important part of their official income, to be carried to account of the revenue. The stampers at that date immediately petitioned his Lordship for compensation, which petition I forwarded on the 16th January 1840, together with a return of the amount of the fees which had been paid over to the stampers for the three preceding years, which exhibited an average of 18*l.* 2*s.* 6*d.* per annum to each stamper during that period.

The increase of the duties arising out of the penny postage led to an immediate increase of stampers, and two of the petitioners in the present memorial were appointed as stampers from the Letter-carriers' Office, viz., Sloan and R. Hamilton. It is necessary to observe, that this appointment as stampers was considered to be preferment, and the reward of good conduct, as the stampers had up to that time received, in the shape of salary and emoluments, upwards of 70 *l.* per annum.

The question of compensation still remained undecided on by the Postmaster-general when a still further increase of stampers became necessary, and two other letter-carriers were promoted, one of whom, Murray, is one of the present petitioners; the other two parties, Allison succeeded to a death vacancy, and Gilchrist to a resignation; but all these officers were appointed as stampers before the settlement of the claim for compensation for the loss of the fees, which did not take place till November 1841, and which afforded 18*l.* per annum to each of the stampers who were in receipt of the fees at the 9th January 1840, which was the last day of there being a private emolument.

This decision almost two years after some of the petitioners had held the appointment of stampers, naturally disappointed them; and there is this peculiarity in the case of Sloan, that he had actually held the situation of stamper for a short period in 1839, during which he participated in the fees, but his appointment was not confirmed by the Postmaster-general, and he resumed his situation as letter-carrier till one week after the date fixed on for the commencement of the compensations; but the whole of the memorialists entered on the duties and sought the appointment, I have no doubt, under the impression that they would obtain a higher emolument than the one subsequently fixed on by the Postmaster-general; in fact they are now far heavier worked and worse paid than the original stampers ever were.

I shall have to bring the question of additional force in this department immediately under your notice. In the meanwhile I have only to add, that the personal conduct of all the petitioners is deserving of my warmest approbation. They are a most active, willing, laborious, and well-behaved class of men, and I commend their case to the favourable consideration of my Lord the Postmaster-general.

I am, &c.

(signed) *J. Moule.*

Secretary of the Post Office, Edinburgh, to Lieutenant-colonel *Maberly.*

General Post Office, Edinburgh, 11 January 1847.

I **BEG** to transmit a report from Mr. Moule on a memorial placed in his hands by the stampers of the Inland Department, praying to be placed on a scale of salary equal to that of the stampers performing the same duties in Dublin, and referring to the changes introduced in 1840 in regard to the "too-late fees," to prove that they do not now receive the amount of salary and emoluments which they were led to expect when they entered on their present employment, and

actually less than they would have received had they continued to perform the duty of letter-carriers.

As the same subject was brought under the consideration of the Postmaster-general in January 1846, I have nothing to add to the statements then made, but I must add my assurance to that of Mr. Moule, that the parties are most diligent, active, and well-conducted, and I shall be very glad if the Postmaster-general should find himself enabled to view this application favourably.

I am fully persuaded that it will become necessary to add two additional stampers to this establishment, and if any scale is proposed to the Treasury this should be borne in mind.

Lieutenant-colonel Maberly.

(signed) *F. Abbott.*

James Campbell, Esq., to the Secretary of the Post Office, Edinburgh.

Sir,

General Post Office, 29 January 1847.

THE Postmaster-general having had before him your report of the 11th instant, enclosing a memorial from certain of the stampers in the Post Office in Edinburgh, praying for the establishment of an improved scale of wages, I am directed to acquaint you, that having considered the whole circumstances of the case, his Lordship sees no reason for making any alteration in the arrangements now in force for the payment of those men.

I am, &c.

(signed) *Jas. Campbell,*

F. Abbott, Esq.

Assistant Secretary.

MEMORIAL of the undersigned Letter Stampers, General Post Office, Edinburgh,

Humbly sheweth,

THAT your memorialists have for several years been paid one guinea a week, but feeling that it is quite inadequate to maintain their families in ordinary comfort and respectability, they pray your Lordship to place them on a scale of salary in some measure proportioned to the trust and responsibility of their situation and to the labours devolved on them.

That your memorialists have been in the service of the Post Office for periods varying from above 5 to upwards of 15 years.

That their daily attendance is so protracted, and occurs at such late and early hours, and often so irregular, that in case of any of their number falling sick his place could not be supplied from their own body, as will appear from the sub-joined Time Table, which indicates the daily attendance of one stamper, as an example of and applicable to the hours and duration of attendance of the others, and which is respectively submitted to your Lordship's consideration.

The Table embraces a period of eight days into which the memorialists' course of duty is divided.

									Daily Attendance.	
			H.	M.		H.	M.		H.	M.
1st Day, from	-	-	3	15	a. m.	to	8	0	a. m.	- being 4 45
			5	0	p. m.	"	6	0	p. m.	- " 1 0
			7	45	"	"	11	0	"	- " 3 15
2d Day, from	-	-	9	45	a. m.	to	1	0	p. m.	- being 3 15
			1	30	p. m.	"	4	0	"	- " 2 30
			5	0	"	"	6	0	"	- " 1 0
3d Day, from	-	-	3	15	a. m.	to	8	0	a. m.	- being 4 45
			7	45	"	"	11	0	"	- " 3 15
4th Day, from	-	-	9	45	a. m.	to	11	0	a. m.	- being 1 15
			5	0	p. m.	"	6	0	p. m.	- " 1 0
			7	45	"	"	11	0	"	- " 3 15

										Daily Attendance.		
										H.	M.	
5th Day, from	-	-	-	H.	M.		H.	M.		H.	M.	
				9	45	a.m.	to	1	0	p.m.	- being 3 15	
				1	50	p.m.	"	4	0	"	- " 2 30	
				7	45	"	"	11	0	"	- " 8 15	
6th Day, from	-	-	-	3	15	a.m.	to	8	0	a.m.	- being 4 45	
				7	45	p.m.	"	11	0	p.m.	- " 3 15	
7th Day, from	-	-	-	9	45	a.m.	to	1	0	p.m.	- being 3 15	
				1	30	p.m.	"	4	0	"	- " 2 30	
				5	0	"	"	6	0	"	- " 1 0	
				7	45	"	"	11	0	"	- " 3 15	
8th Day, from	-	-	-	3	15	a.m.	to	8	0	a.m.	- being 4 45	
				7	45	p.m.	"	11	0	p.m.	- " 3 15	
										8)	64 15	
Average Daily Attendance										-	-	8 1 7/8

From the above table of attendance your Lordship will observe your memorialists are seven nights, and only one night off duty in eight, and that on three of the nights they are on duty they have to resume it again the following morning at 3.15 a. m. ; and also, that their attendance exceeds eight hours per diem, and any irregularity in the arrival of the mails prolongs their attendance. In addition to the duties above mentioned, your memorialists take charge of the receiver, shut the several mails, assist in facing up letters, stamping and telling the number of letters passing through their hands (the average number of which being between 50,000 and 60,000 daily), removing them to the general sorting table, and thence to the different roads, attending in rotation the Paid-letter Office, to remove the paid letters to the Inland Office, collecting the bills from the dispatching clerks to get the addresses of registered letters entered thereon, stamping the outward and inward bills, and tying letters at any road the president may order.

On these grounds your memorialists pray your Lordship to grant them such a scale of salary, according to length of service, as will enable your memorialists to maintain the respectable appearance of men who are placed in situations of trustworthiness and great responsibility, from the great amount of public property passing through their hands.

And your memorialists, as in duty bound, will ever pray, &c.

(signed) *James Sloan,*

February 1847.

And Four others.

President of the Inland Office, Edinburgh, to Secretary of the Post Office,
Edinburgh.

Sir,

Inland Office, 17 February 1847.

HAVING so lately as the 11th of January last reported on the case of the junior stampers, which the Postmaster-general was not pleased to entertain in a favourable point of view, I considered myself precluded from again discussing the question so soon after; but I have never had a doubt as to the merits of the case, which I have repeatedly recommended. These facts, as stated by themselves, speak more forcibly than anything I can add beyond what I have stated in the report alluded to of January 11th. They have an average daily attendance of eight hours' positive hard work, and extending over the most unseasonable hours, both early in the morning and late at night; and that while most of them have been selected for this duty on account of their being active, laborious, and well-conducted men, they receive only the pay of 1*l.* 1*s.* per week, with no prospect of rising by length of service to any higher salary. That this is a state of things conducive to the interests of the service, no holding out any stimulus to exertion

and good behaviour, I cannot admit, and should rejoice to see their position improved, if you think the terms of the Postmaster-general's recent reply admit of their case being again represented to his Lordship.

F. Abbott, Esq.

I am, &c.
(signed) *J. Moule.*

The Secretary of the Post Office, Edinburgh, to Lieutenant-colonel *Maberly*.

General Post Office, Edinburgh, 17 February 1847.

I BEG to forward, for the information of the Postmaster-general, this memorial from the stampers of this department for a scale of salary for length of service, and I feel bound to support their application in consideration of their heavy duty and prolonged attendance, more especially when the mails are irregular. The former applications from the stampers for increased wages, in consideration of the loss of emoluments formerly enjoyed by the persons holding this situation, and for which the senior stampers received a compensation, have been negatived by the Postmaster-general. The present application is founded on the general ground of the smallness of the pay, contrasted with the labour and attendance, and the want of encouragement to exertion in consequence of there being no rise of pay, however long the parties may serve. On these grounds I am of opinion the parties have fair claims to the consideration of the Postmaster-general. In a former report I have proposed an addition of four stampers to provide for the increased pressure on this office, after the next acceleration of the mails. This will undoubtedly lighten their duties generally, and I do not recommend any addition to the guinea a week now paid to the junior stampers. I would, however, recommend that if the four additional men applied for be granted, making the whole number 12, the future pay of the stampers may be 30s. a week to the first four, or seniors, 25s. a week to the second four, and 21s. a week to the four juniors; the present compensation of 18*l.* each, now paid to the three senior stampers, to cease when this new scale commences.

Lieutenant-colonel Maberly.

(signed) *F. Abbott, Secretary.*

C. Johnson, Esq., to the Secretary of the Post Office, Edinburgh.

Sir,

General Post Office, 17 March 1847.

I AM directed by the Postmaster-general to state, with reference to your report of the 17th ultimo, that his Lordship is not at present prepared to make any alteration in the rate of pay to the stampers in the Post Office at Edinburgh; but his Lordship has in contemplation a general revision of the scales of the salaries in the department, and when that is carried into effect the case of the memorialists will again come under consideration.

F. Abbott, Esq.

I am, &c.
(signed) *Charles Johnson,*
For the Secretary.

Unto the Right Honourable the Earl of *Clanricarde*, Her Majesty's Postmaster-General.

THE PETITION of the undersigned Messengers, Porters, and Newspaper Sorters, attached to the Post Office, Edinburgh,

Humbly sheweth,

THAT the petitioners most respectfully beg leave to submit to your Lordship the following statement of circumstances attending their situation, and to request your Lordship's favourable consideration thereof.

There is not at present in the Edinburgh General Post Office, so far as regards the petitioners, a progressive scale of wages, proportioned to length of service or seniority, such as already exists, as the petitioners are informed, in the General Post Office of London, and also, by seniority, in that of Dublin, which in the Edinburgh

Edinburgh General Post Office humbly appears to the petitioners to be a defect. The petitioners do not presume to put the Edinburgh General Post Office on a footing with that of London, which the petitioners are aware will, and ought always, to possess superior advantages to that of any others in the United Kingdom; but so far as regards a progressive scale of wages, proportioned to length of service or seniority, the petitioners conceive that the principle which applies to the one might with equal propriety be applied to the other. With respect to the Dublin General Post Office, the petitioners submit that the General Post Office of the metropolis of Scotland ought not to be inferior to that of the metropolis of Ireland. At present, however, the pay of the petitioners is much inferior, as the petitioners are informed, to that of persons in similar departments of service in the General Post Office of Dublin, in which there already exists an advanced scale in respect of seniority. By the present regulations of the Edinburgh General Post Office, none are admitted into the department to which the petitioners are attached who at the date of their appointment are beyond 30 years of age. All the while their pay is scanty enough; by no means equal to that of respectable working tradesmen, as they humbly conceive it ought to be. These have in general far higher weekly wages than the petitioners have, while they have also many advantages which the petitioners have not, such as arise from the influence of friends and superiors, and their own personal exertions and enterprise. To the petitioners, however, by the present system, no prospect of bettering their condition arises at any future period of service. All the while their duties are laborious, and often at unseasonable and irregular hours, and their domestic expenses heavy. On that point, however, they neither grumble nor complain, but most respectfully solicit some increase of salary, such as may seem to your Lordship suitable, and at the same time the establishment of a gradual progressive scale of wages proportioned to length of service or seniority, such as may seem to your Lordship, under all the circumstances, equitable and just.

May it therefore please your Lordship to grant to the petitioners some increase of salary, suited to circumstances, and at the same time to cause to be established in respect to the petitioners a progressive scale of wages, proportioned to length of service or to seniority, such as may seem to your Lordship suitable, equitable, and just, according to justice and equity, and your Lordship's wisdom.

(signed)

William Mackenzie.

James M'Connochie.

Stephen Phillips.

Alexander Forbes.

G. M. Rodgers.

Alexander Anderson.

Alexander M'Kenzie.

James Phillips.

President of the Inland Office, Edinburgh, to Secretary of the Post Office,
Edinburgh.

Sir,

Inland Office, 23 March 1847.

As requested, I beg to transmit a petition to the Postmaster-general from the messengers, porters, and newspaper sorters of this office, craving for an increase of salary.

Although the parties signing it have blended their case in one memorial, they appear to me to have little in common except the accidental circumstance of a uniform rate of pay, at a guinea a week; in other respects, their attendance, duties, &c., materially differ, while I find that they all draw something extra in the shape of emoluments, though in a way, for the most part, that I conceive to be irregular and unauthorised; I shall therefore, for the better illustration of their cases, separate them into four classes, into which they officially and naturally fall.

1. Stephen Phillips, who is the messenger of the Secretary's Office. He originally entered the service as a letter-carrier, on the 28th of August 1838, from which he was promoted to his present situation in January 1840; besides his salary, he receives an allowance of 12*l.* per annum for attending to the heating apparatus, from the revenue, and undertakes the duty of going to the late officers of this department, who have to pay him for it, and from this source

he derived, during the last year, 11*l.* 11*s.* more; so that his salary and emoluments stand thus, per annum:—

	£.	s.	d.
Salary, 1 <i>l.</i> 1 <i>s.</i> per week, or - - - -	54	12	-
Official allowance - - - - -	12	-	-
Fees from too-late officers - - - -	11	11	-
£.	78	3	-

His official hours of attendance are regular and seasonable, viz. from ten till four, but of course the attendance for the emoluments are extra, and at unseasonable hours. I do not consider these emoluments as coming within the term “irregular and unauthorised,” which are solely applicable to those of the other parties about to be mentioned.

2. The second class I have separated these parties into comprehends the three lobby porters or watchmen,

James M'Connochie, appointed 21 April 1821,
 Alexander Forbes - - - 23 Nov. 1843,
 James Phillips - - - 1 July 1843,

the first as watchman and porter, the other two as letter-carriers; Forbes being promoted to the latter situation 9 November 1844, and Phillips, 20 September 1845. The salary of a guinea a week is made up of two different items, viz. of 17*s.* 6*d.* a week of weekly wages, and an allowance of 3*s.* 6*d.* a week for cleaning and attending to the lamps, &c., which is covered by a quarterly warrant; in addition to this, I have ascertained that they each draw fees to the amount of 2*l.* 17*s.* 6*d.*, in the shape of Christmas gratuities from the banks, newspaper offices, &c. For what service supposed to be rendered this is given I am at a loss to know, and I should be disposed to recommend that it immediately be put a stop to.

The present salary and emoluments of these officers are as follows, annually:—

	£.	s.	d.
Weekly wages, 17 <i>s.</i> 6 <i>d.</i> per week, or - -	45	10	-
Quarterly allowance, 3 <i>s.</i> 6 <i>d.</i> per week - -	9	2	-
	54	12	-
Gratuities - - - - -	2	17	6
£.	57	9	6

3. The third class consists of the newspaper sorters, William M'Kenzie, appointed 21 April 1821, George Milne Rodgers, 18 December 1845. They have a fixed salary of a guinea a week, but have contrived to extract 2*l.* apiece in the way of gratuity from the newspaper offices; a practice I consider objectionable in the extreme, as opening a door to partiality and favouritism, in giving advantages to those who are willing to pay over those who may refuse to do so. The attendance of these persons is very heavy and at the most unseasonable hours, depending of course on the arrivals and dispatches of the mails.—

	£.	s.	d.
Salary - - - - -	54	12	-
Gratuity - - - - -	2	-	-
£.	56	12	-

4. The fourth division embraces the two recently appointed messengers of the Money-order Office,

Alexander Anderson, specially appointed 15 January 1846; Alexander M'Kenzie, appointed as a letter-carrier 30 January 1844, promoted January 1846. Besides their guinea a week, they have received a fee of 5*s.* each from the branch of the Stationery Office at Edinburgh who supply the money-order advices and other

other forms ; their hours of attendance are regular and seasonable, and it will be seen that they have held the office little more than a year.

I ought to have mentioned, under the second class, that the porters and watchmen are on duty both day and night, eight hours at a time, relieving each other ; but as M'Connochie is an old man, and more than twenty years the senior in office to the other two, and is in indifferent health, with my sanction he attends daily from 2 till 10 P. M., the others taking from 10 P. M. till 6 A. M., or from 6 A. M. till 2 P. M., week about alternately, with a distinct understanding that the indulgence granted to M'Connochie is only personal on account of his age, infirmity, and much older standing in the office, and that in the event of a vacancy, the arrangement of the duties would fall to be reconsidered, without reference to any claims on the part of the senior.

My Lord the Postmaster-general will now be able to judge how far the official salary of a guinea a week is commensurate with the attendance, duties, responsibilities, and rank of life of these several parties. Looking at the existing salaries of the other and higher officers of the department, I confess I cannot admit this case to be nearly so urgent as that of many others ; but in the hope that all may be placed in a more beneficial position, I would venture to submit that I think it would be desirable to give these different classes the benefit of a scale by length of service. Even with this, neither the first nor the last of these divisions would at present reap any benefit ; but in the second and third there are parties of 26 years' standing precisely on a footing with others of as many months. I have in some slight degree attempted to remedy this in the case of M'Connochie, by allowing him to take a preferable duty ; but this is entirely an accidental circumstance, arising out of the nature of the duties performed. In the case of William M'Kenzie, the newspaper sorter, I have no power to give even this benefit to an old officer, and he has the same duties to perform as his colleague, 22 years his junior in office.

In the event of his Lordship being pleased to recommend any improvement in the salaries of the petitioners, I submit that each of the three latter classes be prohibited from accepting of any fees of whatsoever description. Though it is stated, in the replies to the question I put to the petitioners, that these gratuities are voluntarily given, I have every reason to believe it is in consequence of the importunity with which they are demanded. The sooner the practice is abolished the better.

As his Lordship has kindly intimated his intention of revising the salaries of the officers of the department generally, these observations may be useful in adjusting the claims of this particular class at such revision ; but till that revision I own I cannot urge the case now transmitted as possessing any very striking points of hardship. On the contrary, others have been deferred that possess infinitely greater claims on his Lordship's attention.

I am, &c.
(signed) *J. Moule.*

Secretary of the Post Office, Edinburgh, to President of the Inland Office,
Edinburgh.

7 April 1847.

I AM of opinion that the demand of Christmas boxes made by the porters of this office is highly objectionable, and that the parties should be strictly forbidden from asking or receiving any fees or gratuities whatever from the public, there being no ground whatever for any claim on their part. In regard to the application from the porters, messengers, and others, for a scale of salary, it appears to me that, considering the general order of the Postmaster-general, issued at Mr. Rowland Hill's recommendation, that all applications of this nature should be suspended, with a view to a general revision of the salaries of the department, it would not be expedient to forward this memorial at present to his Lordship ; the question will therefore be postponed for the present.

(signed) *F. Abbott.*

To the Most Noble the Marquis of *Clanricarde*, Postmaster-General.

Inland Office, General Post Office,
Edinburgh, 6 May 1847.

May it please your Lordship,

WE, the clerks of the Inland Office, humbly and respectfully beg to memorialize your Lordship for an increase to our salaries. We beg to refer your Lordship to the scale of salary granted 6th April 1831, which we feel very inadequate to the arduous and responsible duties performed.

We would respectfully refer your Lordship to the memorials we had the honour to transmit to your Lordship's predecessors on this subject in 1840, March 1843, July 1845, and March 1846.

Your Lordship will please to observe, that in 1831 the number of clerks in this office was 21, and at the present time there are 42 clerks.

In the former memorials the business and duties of this office have been fully described, particularly in the memorial transmitted in March 1846, of which we beg to transmit a copy herewith. The business has increased, and is still increasing.

The number of letters now passing through the office is from 55,000 to 70,000 daily; and in order to accomplish this great amount of duty, the attendance of the clerks is from 2.45 A.M. till 11 P.M. These duties are very severe, and we have no doubt the superintending president will authenticate the accuracy of our statement.

In order that your Lordship may see that we are not asking what is unreasonable, we would respectfully refer your Lordship to the salaries in the Inland Office, Dublin, which are greatly beyond those of this office; and considering the great increase in the duties of this office, the contrast is still greater.

SALARIES, INLAND OFFICE, DUBLIN.		SALARIES, INLAND OFFICE, EDINBURGH.	
	£.		£.
1 Superintending President - - -	400	Two Principal Clerks - - -	300
2 Senior Clerks - - -	350		
First Class.—5 Clerks:		First Class.—5 Clerks:	
Under 15 years - - -	200	Under 15 years - - -	160
15 years and under 20 years -	250	15 years and under 20 years -	190
Above 20 years - - -	300	Above 20 years - - -	230
Second Class.—2 Clerks:		Second Class.—8 Clerks:	
Under 15 years - - -	160	Under 10 years - - -	120
15 years and under 20 years -	190	10 years and under 15 years -	140
Above 20 years - - -	230	15 years and under 20 years -	180
Third Class.—11 Clerks:		Above 20 years - - -	200
Under 5 years - - -	90	Third Class.—8 Clerks:	
5 years and under 10 years -	110	Under 5 years - - -	80
Above 10 years - - -	180	5 years and under 10 years -	90
Junior Class.—27 Clerks:		10 years and under 15 years -	100
Under 5 years - - -	70	Above 15 years - - -	130
5 years and under 10 years -	80	Junior Class.—19 Clerks:	
Above 10 years - - -	100	Under 3 years - - -	70
Allowance to Superintending President - - -	80	8 years and under 10 years -	80
Two Vice-Presidents, each - -	50	10 years and under 15 years -	90
Third Vice-President - - -	30	Above 15 years - - -	100
		Allowance to Superintending President - - -	50
		First Vice-President - - -	30
		Two Vice-Presidents, each - -	20

From an examination of the above lists your Lordship will perceive that the salaries of the senior clerks, and those of the second and third classes of this office, are considerably less, compared with those of the Dublin office; and when the relative expenses of living in the two cities is taken into account, the great inadequacy of the salaries of the clerks in this office will be still more apparent to your Lordship.

The junior clerks have served long and faithfully, and would respectfully represent to your Lordship that the salaries of those officers in the other Government departments, where the duties and attendance are not so severe and

harassing,

harassing, afford better remuneration, while those of the principal banking and law offices are likewise more remunerative, and afford greater encouragement to the officers attached to them.

We would therefore humbly and respectfully pray your Lordship to take our case into favourable consideration, and recommend such addition to our salaries as to your Lordship may seem meet.

(signed) *G. G. Bruce, &c. &c.*

The President of the Inland Office, Edinburgh, to the Secretary of the Post Office, Edinburgh.

Sir,

Inland Office, 15 May 1847.

I HAVE so frequently had occasion to offer my opinion on the subject of the enclosed memorial from the officers of this department to the Postmaster-general, that little remains for me to add upon the present occasion. This application is most properly expressed, and as it, with the copy of the previous one, also enclosed, has gone fully into the statistics of the case, I can only commend it to his Lordship's favourable consideration.

The delay in filling up the appointments consequent on the late increase of force being authorised, has necessarily compelled so much additional attendance, to a point of fatigue and exertion beyond what ought to be borne, or can be endured without evil consequences, that the officers have become soured, while the ordinary pay, it must be admitted, is of the very lowest description, and nothing is allowed for this extra claim on their attendance. The distinctions drawn between this and every other department of the service create great heartburnings and jealousies. The unseasonable hours of attendance add to the general irritability, which together with the fines and punishments for late attendance, errors, &c., all tend to create dissatisfaction. We are compelled by circumstances, over which we have no control, to exact from those under us more severe duties than we would willingly see appropriated to them. I respectfully implore the Postmaster-general to examine the relative scales of the Edinburgh and Dublin offices with the amount of duty done, and I am sure that a better scale of salary will be the result, which would insure more anxiety to please, more willingness to work, and more desire to preserve their due respectability of character on the part of the officers.

F. Abbott, Esq.

I am, &c.
(signed) *J. Moule.*

Secretary of the Post Office, Edinburgh, to Lieutenant-colonel *Maberly*.

General Post Office, Edinburgh, 18 May 1847.

IN forwarding this memorial from the officers of the Inland Department, with reference to the present scale of salary, I beg to refer you to the report and similar memorial forwarded by me on the 25th April 1846, and the proposition for an amended scale of salary enclosed in that report; and I most earnestly entreat the earliest possible consideration of the case of the officers of this department to the Postmaster-general, with a view to the establishment of an improved scale of salary, in due proportion with the remuneration now granted to officers of similar standing, and performing precisely the same duties, in the Irish Post Office. I sincerely trust that his Lordship will authorise me to hold out some hope that this reasonable expectation may be granted whenever the general revision of the salaries of the department takes place.

Colonel Maberly.

(signed) *F. Abbott,*
Secretary.

John Ramsay, Esq., to the Secretary of the Post Office, Edinburgh.

Sir,

General Post Office, 1 June 1847.

HAVING submitted to the Postmaster-general your report of the 18th ultimo, on a memorial from the officers of the Inland Department at Edinburgh, praying for an increase of salary, I beg to inform you his Lordship has directed that the consideration of the question shall be deferred until the general revision of the salaries of the department takes place.

I am, &c.

(signed) *John Ramsay,*
pro Secretary.

F. Abbott, Esq., Edinburgh.

To the Right Honourable the Postmaster-General.

THE PETITION of *Robert Moir*, Bagman, General Post Office, Edinburgh,

Humbly sheweth,

THAT your petitioner was appointed bagman at a salary of 16 s. a week. That from the nature of his duties, a previous apprenticeship as a saddler was required to enable him to discharge those duties in an efficient and proper manner.

That your petitioner is under bond, the same as any other officer in the service, while his salary is the lowest in the establishment, porters, messengers, and newspaper sorters being paid a guinea a week.

That your petitioner is engaged seven days a week for the following hours, namely,

First day, from 3.30 A.M. till 8.30 A.M., and again from 8 P.M. till 10.15 P.M.

Second day, from 10 A.M. till 1 P.M., and from 2. 20 P.M. till 6 P.M., besides additional attendance caused by the irregularity of mails.

That on these grounds your petitioner prays your Lordship to take his case into consideration, and grant such increase of salary as to your Lordship may seem meet.

And your petitioner, as in duty bound, will ever pray.

(signed) *Robert Moir.*

President of the Inland Office, Edinburgh, to the Secretary of the Post Office, Edinburgh.

Sir,

Inland Office, 30 October 1847.

I BEG to forward a petition from Robert Moir, the assistant bagman, to the Postmaster-general, for an increase of wages. The facts as to his duties and attendance are correctly stated; but as Moir was only appointed on the 3d November 1845, they are in no material degree altered since that date, when, on his own application, with a knowledge of the duties and emoluments, he applied to be appointed; but I conclude his grievance arises from finding Lawson, the bagman, receives one guinea a week; but as he was appointed to the office in May 1824, and to the situation of bagman in August 1838, I do not think the difference of pay greater than the long and faithful service of Lawson warrants.

It will be seen that Moir's actual attendance does not average seven hours a day; and though he attends on Sundays as other days, the attendance is still, I presume, less than that of an ordinary working saddler, compared with the pay of other officers of his class. I do not think it by any means a strong case for immediate increase, but I submit that a scale according to length of service might meet the real merits of the case.

I am, &c.

(signed) *J. Moule.*

The Secretary of the Post Office, Edinburgh, to Lieutenant-colonel *Maberly*.

30 October 1847.

I **BEG** to submit this memorial from Robert Moir, assistant bagman, for increase of pay; and considering the duties and attendance of this man, and that he is employed on Sundays as on other days, I beg to recommend that his pay may be increased from 16*s.* to 18*s.* a week. The ordinary wages of a journeyman saddler in Edinburgh, six days a week only, are 16*s.* and 17*s.*; and as this party is employed seven days a week, I think he may be fairly entitled to claim 18*s.* a week. The applicant, Robert Moir, is very attentive to his duty, and bears a very high character.

Lieutenant-colonel Maberly.

(signed) *F. Abbott.*

Charles Johnson, Esq., to the Secretary of the Post Office, Edinburgh.

Sir,

General Post Office, 5 November 1847.

HAVING submitted to the Postmaster-general your report of the 30th ult., together with one from Mr. Moule, on an application which accompanied them, from the assistant bagman in the Post Office at Edinburgh, I am directed to state that, under all the circumstances of the case, his Lordship is not prepared to make any addition to the wages of the applicant at present.

F. Abbott, Esq.

I am, &c.
(signed) *Charles Johnson,*
for the Secretary.

To the Right Honourable the Marquis of *Clanricarde*, Her Majesty's
Postmaster-General, &c. &c. &c.

THE MEMORIAL of *James Findlay*, Inspector of Letter-Carriers, General Post
Office, Edinburgh,

Showeth,

THAT your Lordship's memorialist has held the appointment he has now the honour to occupy since the 1st of August 1822, a period of upwards of five-and-twenty years.

That your Lordship's memorialist has various and important duties to perform, which occupy his whole time, causing his constant attendance in the day time and frequently at night, and entailing on him certain responsibilities.

That your Lordship's memorialist's official income is only 150 *l.* a year. The scale on which he receives this amount being—

Under 10 years' service -	-	-	-	-	-	£. 100
10 to 15 ,,	-	-	-	-	-	120
Above 15 ,,	-	-	-	-	-	150

and he has arrived at the maximum.

Your Lordship's memorialist would respectfully take the liberty of stating that this amount of salary is scarcely adequate to the position he occupies, and he would further take the liberty of pointing out to your Lordship, that while it is not half what the heads of other departments in the General Post Office, Edinburgh, receive, it is not nearly equal to the salaries of the senior clerks in the Inland and other offices of that establishment, the greater part of whom have not had anything like the length of your memorialist's service.

Your Lordship's memorialist cannot intrude on your Lordship to enumerate the various duties he has to perform (although he will be happy to forward a return of them should your Lordship require it), but he would wish to call your Lordship's attention to the altered state of the office now, as compared with the period when the scale to which he alludes was granted. His duties have more than doubly increased since then, and a very great addition has been made to the number of letter-carriers over whom he has to exercise a control.

Your Lordship's memorialist therefore humbly trusts that an appeal for an increase to his income may not, under the circumstances of his case, be considered either unreasonable, or a request he is not entitled to make. He flatters himself that his position, the multiplicity of his duties, and a faithful service of upwards of 25 years, together with the inadequacy of his salary, may form a sufficient apology for thus intruding on your Lordship, and a claim to your Lordship's favourable consideration, for which he will be always grateful, and, as in duty bound, will ever pray,

General Post Office, Edinburgh,
October 1847.

(signed) *James Findlay.*

The Inspector of Letter-Carriers, Edinburgh, to Secretary of the Post Office,
Edinburgh.

Letter Carrier's Office, Edinburgh,
4 November 1847.

Sir,

WITH reference to your minute of the 1st instant, relative to an application from me for an increase of salary, I beg to state that my duties are the general supervision and control of the letter-carriers and newspaper departments, answering all papers bearing reference to those branches of the office, besides attending to and seeing all the orders from your office executed for the supply of bags, stamps, types, and seals, &c. required for the service throughout Scotland. The number of men under my control is 66 letter-carriers, two newspaper sorters, and two bagmen. My attendance is from 10 A.M. to 4.30 P.M. daily, and during four nights of the week from 8 to 10 P.M., of course liable to a lengthened attendance during the winter season, which has frequently occurred; and on Sundays, in addition to the same night attendance as on week nights, from half-past 4 to 7 P.M. The only emoluments I derive from my situation consist in my salary, which is—

	£.	s.	d.
Profits from the Directory - - -	150	-	-
	44	1	8
TOTAL - - £.	194	1	8

The latter is calculated from an average of the profits derived by me from that source during the last 12 years.

Francis Abbott, Esq.,
&c. &c. &c.

I am, &c.
(signed) *James Findlay.*

The President of the Inland Office, Edinburgh, to the Secretary of the
Post Office, Edinburgh.

Sir,

Inland Office, 8 November 1847.

I HAVE carefully read over the papers transmitted by Mr. Findlay direct to you on the 30th ultimo, which you have referred to me for my observations. I certainly think there is considerable exaggeration of the importance of the official position Mr. Findlay has assumed that is scarcely warranted; nor do I think the comparison he has drawn between his own emoluments and those of the clerks of the Inland Office either justifiable in itself or borne out by the facts of the case, as he states that "the greater part of them have not had anything like the length of your memorialist's service;" whereas, out of the five clerks of the first class, three were appointed in July 1822, that is before Mr. Findlay, the others in August 1823 and April 1824, which is not very long after; but I think the comparison had better not have been made.

As to Mr. Findlay's personal character and fitness for the situation, I have frequently had the pleasure of reporting in the most favourable terms; it will therefore be sufficient at this time merely to refer to my reports of the 30th of April 1846 and 3d April 1843, which are already before his Lordship the Postmaster-general. The outline given of the duties and attendance of the inspector of letter-carriers is substantially correct, and I may, perhaps, be permitted to submit, that in determining whether the remuneration Mr. Findlay derives from

from the appointment be adequate to the duty performed, and the real responsibility and importance of the situation he fills, I think the emolument derived from the Directory is one that ought hardly to be reckoned as an official one. The countenance afforded by the official authorities to that work is so very slight that the profit derived from it may almost be regarded as from a private speculation, carried on independent of the office. I shall be very glad if the Postmaster-general shall be pleased to extend the scale of salary of inspector of letters to a period beyond 15 years, the present limit, as, independent of the Directory, the official salary, I submit, is not proportionate to the long and faithful services of Mr. Findlay.

F. Abbott, Esq., &c. &c. &c.

I am, &c.
(signed) J. Moule.

Unto the Most Noble the Marquis of *Clanricarde*, Postmaster-General.

THE MEMORIAL of *Thomas Barker*, Assistant Inspector of Letter-carriers in the General Post Office, Edinburgh,

Humbly sheweth,

THAT the memorialist was appointed a letter-carrier in the General Post Office, Edinburgh, on 18th March 1822, and after 17 years' service in that capacity he was, on the 20th April 1839, promoted to his present situation, which is one of considerable trust and responsibility.

That there are 73 persons in the situations of letter-carriers, newspaper sorters, and others, in the superintendence and control of whom it is the duty of the memorialist to assist the inspector, as well as to attend to the general business of the office. These duties involve the memorialist's attendance in the office, both during night and day, throughout the whole week; and from the great increase in the business of the office, the labour of it is rapidly becoming more and more onerous.

That the memorialist's salary is only 90*l.* per annum, without any other emolument whatever, and he most respectfully submits that he has been subjected to a peculiar hardship in the manner in which his allowance has been adjusted.

Thus parties under 10 years' service receive a salary of £.	90
For 10 and under 15 years	- - - - - 100
Above 15 years	- - - - - 120

That since his original appointment, on 18th March 1822, to the present time, the memorialist has served more than 25 years, and yet his allowance is only such as is paid to parties who have not served so much as 10; a circumstance attributed to the fact that the 17 years which he had served as a letter-carrier previously to his present appointment had not been taken into computation in fixing his present allowance. That during the long period of his services the memorialist trusts he has had the gratification of conducting himself to the satisfaction of his superiors in office, who will be able to state whether or not the memorialist has conducted himself uniformly with diligence and fidelity in the discharge of his duties. That in the circumstances above set forth, and in consequence of the rise of house rent, rates, and prices of provisions of all kinds in Edinburgh, the memorialist most respectfully submits that his present salary is insufficient for his comfortable support, and that it is inadequate, considering his laborious and responsible duties and length of his services.

He is now above 60 years of age, of which, as already stated, the last 25 have been faithfully spent in the service of the office, and he humbly submits that he is not unreasonable in praying your Lordship to apply the scale of remuneration in his case to the period of his actual service, of 25 $\frac{1}{2}$ years.

May it therefore please your Lordship to take the memorialist's case into consideration, and, after due inquiry into the circumstances above set forth, to grant to the memorialist the above allowance, or such increase of salary as to your Lordship shall seem just.

And your memorialist will ever pray.

(signed) *Thomas Barker.*

President of the Inland Office, Edinburgh, to the Secretary of the Post Office,
Edinburgh.

Sir,

Inland Office, 5 November 1847.

HEREWITH I beg to transmit a memorial from Mr. Barker, the assistant inspector of letter-carriers, to the Postmaster-general, craving an increase of salary. The facts of the case are correctly stated, and Mr. Barker is a most steady, attentive, zealous, and laborious officer, every way most deserving of encouragement; and, looking at his time of life, and also at the length of his service in the office, I should hope his Lordship might be pleased to relax the terms of the rising scale of salary attached to the situation of assistant inspector of letter-carriers, so as to give Mr. Barker the full benefit of his service of upwards of 25 years, which would not only make his advanced age comfortable, but would be duly appreciated as a reward for good and faithful services, I am sure, by all those who act under him, so as to be productive of great benefit as a stimulus to good conduct, among a class of officers who are very severely worked; and by no means correspondingly remunerated.

Francis Abbott, Esq.
&c. &c. &c.

I am, &c.
(signed) *J. Moule.*

The Secretary of the Post Office, Edinburgh, to Lieutenant-colonel *Maberly*.

9 November 1847.

I BEG to bring before the Postmaster-general the enclosed applications from Mr. Findlay, the inspector of letter-carriers in Edinburgh, and from Mr. Barker, the deputy inspector of letter-carriers, and to refer to similar applications forwarded on the 12th May 1846, and to the report I then made on the case of these officers. I am of opinion that their present pay is much too low for the situations they fill, and the duty and responsibility which falls on them. I believe that both of these parties are most zealous, active, and deserving officers; and I beg most strongly to recommend their claim to the favourable attention of the Postmaster-general, and that the salaries attaching to the situations they respectively hold may be increased, by an alteration in the scale for length of service, as proposed in my report of the 12th May 1846.

Lieutenant-colonel Maberly.

(signed) *F. Abbott.*

Charles Johnson, Esq., to the Secretary of the Post Office, Edinburgh.

Sir,

General Post Office, 30 November 1847.

HAVING submitted to the Postmaster-general your report of the 9th instant, on an application from the inspectors of letter-carriers at Edinburgh for an increase of salary, I am directed by his Lordship to inform you that he cannot comply with the applications.

F. Abbott, Esq., &c., Edinburgh.

I am, &c.
(signed) *Charles Johnson.*

To the Most Noble the Marquis of *Clanricarde*, Postmaster-General.

May it please your Lordship,

Inland Office, General Post Office,
Edinburgh, 7 February 1848.

WE, the clerks of the Inland Office, of the General Post Office, Edinburgh, crave leave to bring under your Lordship's notice our memorial of 6th May 1847, for an increase to our salaries.

Your

Your Lordship was then pleased to inform us that the matter was to be deferred till the general revision of salaries takes place; as nine months have elapsed since that period, we trust your Lordship will excuse us for recalling your attention to the subject. Little has been done to increase the salaries of the office since 1831, notwithstanding our repeated memorials; but as our claims are fully set forth in our last memorial, we forbear any further allusion thereto, and earnestly anticipate an early consideration of our claims.

We have, &c.

(signed) *G. G. Bruce,*
and Others.

The President of the Inland Office, Edinburgh, to the Secretary of the Post Office, Edinburgh.

Sir,

Inland Office, 11 February 1848.

In transmitting the enclosed memorial from the officers of this department to the Postmaster-general, it is unnecessary for me to go over the details of the subject, which have been frequently discussed, particularly in my report accompanying former memorials, of the dates of 13 April 1846 and 15 May 1847; I shall therefore only give the actual numbers at present in the different classes, which are as follows:

2 principal clerks, in which I am included.
5 first class.
8 second class.
8 third class.
19 juniors.

42

With no intention of mixing up my own claims or the hardships of my individual position with the general adjustment of the salaries of the officers under me, I trust I may be permitted to express a hope that in the general revision, so frequently alluded to, there will be a scale of salary assigned to the office of superintending president, as in London and Dublin, permitting me also to retain the special allowances personally granted to me, in which case one of the two principal clerks will be thrown open to the body of the office. This, with a small rise in the scale of salaries for each class, with a more equal division of the numbers in the relative classes, so as to give the juniors some "hope," would, I have no doubt, produce a most favourable result on the conduct, character, and zeal of the officers generally, at a very trifling increase of expense to the revenue, which would be more than counterbalanced by securing the services of a better class of officers; as it is, we lose all our good, or at least best officers, by their either getting themselves transferred to another department, or removed from the office altogether. This I fully believe to be the case why we have had so many troublesome, ill-conducted officers as we have been plagued with; and as they have now been thinned off by recent decisions of the Postmaster-general, I consider the present a most favourable opportunity for showing that while his Lordship is fully determined, on the one hand, to maintain the discipline of the office by punishing the bad, he is equally disposed to give every encouragement to the good and deserving. I trust that something will be done in the way of increasing the salaries of the department generally. The business of the office is greatly increasing, while nothing material has been done for improving the condition of the officers since 1831.

I am, &c.

F. Abbott, Esq.
&c. &c. &c.

(signed) *J. Moule.*

The Secretary of the Post Office, Edinburgh, to Lieutenant-colonel *Maberly*.

General Post Office, Edinburgh, 11 February 1848.

I beg to forward the enclosed memorial from the officers of the Inland Department in Edinburgh, referring to the previous applications for increase of salary.

As I presume this matter will be considered in the proposed general revision of salaries, it is not necessary for me to do more than refer to my former reports.

Lieutenant-colonel Maberly.

(signed) *F. Abbott.*

John Ramsay, Esq., to the Secretary of the Post Office, Edinburgh.

Sir,

General Post Office, 21 February 1848.

HAVING submitted to the Postmaster-general your report of the 11th instant, I beg to acquaint you his Lordship directs that the clerks in the Inland Office, Edinburgh, may be informed, in reply to their memorial, that their application must stand over until the general revision of salaries takes place.

I am, &c.

F. Abbott, Esq.
&c. &c. &c.

(signed) *John Ramsay.*

To the Most Noble the Marquis of *Clanricarde*, Postmaster-General.

Inland Department, General Post Office,
Edinburgh, 17 March 1849.

May it please your Lordship,

WE, the clerks of the Inland Office of Edinburgh, humbly and respectfully beg to memorialize your Lordship, that the scale of salary established 6 April 1831 is inadequate to the present circumstances of the office, and affords insufficient remuneration for the services and duties of your memorialists.

We would respectfully refer to the memorials we have had the honour to transmit to your Lordship and predecessors on this subject, viz. in March 1846, May 1847, and February 1848, to all of which highly favourable answers were returned.

We beg respectfully to represent to your Lordship that in 1831 the number of clerks in this department was 23, since that period 16 clerks have been added to the establishment, making the present force 39; it will thus appear that the number has been nearly doubled, while no corresponding extension in the several classes or scale of salary has yet been sanctioned, the additional clerks having been placed in the junior class, which has been thereby augmented from 2 to 16.

We humbly and respectfully beg to represent to your Lordship that the scales of salaries granted to the London and Dublin offices are far superior to what we enjoy, and we venture to submit to your Lordship's attention the accompanying Table, showing the salaries of the three offices.

SCALE of SALARIES of the INLAND OFFICES, *London, Edinburgh, and Dublin.*

INLAND OFFICE, LONDON.		INLAND OFFICE, EDINBURGH.		INLAND OFFICE, DUBLIN.	
	£.		£.		£.
		2 Principal clerks, at -	300	Superintending president -	400
				Principal clerks - -	350
First Class :		First Class :		First Class :	
3 Officers, each - -	450	Under 15 years - - -	160	Under 15 years - - -	200
6 ditto " - -	400	" 20 " - - -	190	15 years and under 20 years	250
		Above 20 " - - -	230	Above 20 years - - -	300
Second Class :		Second Class :		Second Class :	
Under 15 years - - -	200	Under 10 years - - -	120	Under 15 years - - -	160
" 20 " - - -	250	" 15 " - - -	140	" 20 " - - -	190
Above 20 " - - -	300	" 20 " - - -	180	Above 10 " - - -	230
		Above 20 " - - -	200		
Third Class :		Third Class :		Third Class :	
Under 10 years - - -	120	Under 5 years - - -	80	Under 5 years - - -	90
" 15 " - - -	160	" 10 " - - -	90	" 10 " - - -	110
Above 15 " - - -	200	" 15 " - - -	100	Above 10 " - - -	130
		Above 15 " - - -	130		
Junior Class :		Junior Class :		Junior Class :	
Under 3 years - - -	80	Under 3 years - - -	70	Under 5 years - - -	70
" 7 " - - -	90	" 10 " - - -	80	" 10 " - - -	80
" 10 " - - -	100	" 15 " - - -	90	Above 10 " - - -	100
Above 10 " - - -	120	Above 15 " - - -	100		
		Allowance to superintending president - - -	50	Allowance to superintending president - - -	80
		Allowance to first vice-president - - -	30	Allowance to two vice-presidents, each - - -	50
		Allowance to two vice-presidents, each - - -	20	Allowance to third vice-president - - -	30

From an examination of the annexed Table your Lordship will perceive the great difference in the scale of salary of this office as compared with the Inland Office in Dublin; viz.

1st. That the superintending president in Dublin is not included in the scale of salaries, but a special salary is allowed him; whereas in this office the superintending president is included in the scale, and receives his salary as one of the principal clerks.

2d. That there are two principal clerks in Dublin with salaries of 350*l.* per annum; whereas in Edinburgh there is only one (excluding the superintending president), with a fixed salary of 300*l.*

3d. That the maximum of the first class in Dublin is 300*l.*, in Edinburgh it is only 230*l.*

4th. That the second class in Dublin reach the maximum salary of 230*l.*, in Edinburgh only 200*l.*

5th. That the third class in Dublin attain the salary of 130*l.* in 10 years, while in Edinburgh the same class only attain in the same period 100*l.*, and after 15 years, 130*l.*

6th. That the junior class in Dublin attain the salary of 100*l.* in 10 years, while in Edinburgh they only receive 90*l.* and 100*l.* after 15 years' service; and the three extreme juniors remain on a fixed salary of 70*l.*

7th. That there are in the Inland Office, Dublin, 29 clerks whose salaries are upwards of 100*l.*; whereas in the Inland Office, Edinburgh, including the superintending president, there are only 15. If, therefore, the salaries of both offices were equalized, the proportion for Edinburgh would be 21 clerks above 100*l.*

We beg respectfully to represent to your Lordship that new scales of salary for the Inland Offices of London, Dublin, and Edinburgh were sanctioned 6th April 36.

April 1831 ; since that period augmentations have been made to the scale of salary of the two former offices, but no corresponding improvement has as yet been granted to this office.

We beg to draw your Lordship's attention to the circumstance, that of late years a very great increase has taken place in the expense of living in Edinburgh, the rents of houses alone having risen from 30*l.* to 40*l.* per cent., thus imposing a proportionate increase in the local taxes, and several other household charges, all of which are regulated by the rental ; and we further submit that the local taxes in Edinburgh are perhaps the heaviest of any in this country.

We would also beg to draw your Lordship's attention to the attendance daily, which commences at 4.30 A.M., and terminates at 10.15 P.M., with short intervals between the different duties ; and in addition to the ordinary attendance, every clerk has to perform extra attendance in rotation, and also to supply the place of those absent from sickness. In connexion with this subject, we respectfully beg your Lordship to bear in mind that the officers in this department are never absent from duty during the whole period of their service, having to provide and pay for substitutes, whether from sickness or otherwise.

The Sunday attendance also presses very heavily upon your memorialists, the same attendance being required as on week days ; thus imposing seven weeks' additional labour per annum upon your memorialists.

We now humbly and respectfully beg that your Lordship will take into favourable consideration the inadequacy of our present salaries, the length of time which has elapsed since the revision of our scale, the circumstance that the number of clerks employed in this office has been nearly doubled, for whom no special provision has been made in the scale ; that since that time augmented scales have been given, not only to the London and Dublin Inland Offices, but also to several of the departments in the Edinburgh establishment, while the same benefits have not been acceded to your memorialists.

Under these circumstances we humbly hope your Lordship will be pleased to recommend such improvement and extension in the classes and scale of salary as to your Lordship may seem just.

We have, &c.
(signed) *G. G. Bruce,*
And Others.

MEMORIAL from the Vice-Presidents.

The Most Noble the Marquis of *Clanricarde*, Postmaster-General.

My Lord,

Inland Office, 21 March 1849.

As we have reason to believe that a memorial for increase of salary is about to be presented to your Lordship from the clerks and others in this department, we conceive the moment not inappropriate for also most humbly and respectfully bringing forward our claims, as vice-presidents, for such increase of salary as your Lordship may see fit to recommend. As your Lordship is perhaps aware, our salaries consist merely of such a sum as our length of service and the rotation in the Inland Office as clerks entitle us to, with the addition of 30*l.* for the senior vice-president, and 20*l.* for each of the juniors, and that consequently we ground our claims not only upon the same footing as the other clerks of the department, but we have also most respectfully to urge upon your Lordship the inadequate remuneration for our onerous and highly responsible duties as vice-presidents.

To enter into particulars: the present salary of Mr. Sommerville, the first vice-president, consists of 230*l.* as senior clerk, with the addition of 30*l.* as vice-president ; that of Mr. Greig, of 230*l.*, as senior clerk, and 20*l.* as vice-president ; and that of Mr. Young, of 180*l.* as clerk, and 20*l.* as vice-president ; the two first-named officers have reached the highest salary they can expect, with

with the exception of the salaries of 300 *l.* enjoyed by the two senior clerks; while Mr. Young, after completing his 20 years, merely becomes entitled to an addition of 20 *l.*

We therefore beg most humbly and respectfully to urge upon your Lordship the smallness of the remuneration when compared with that of the vice-presidents in London and Dublin. We would also bring under your Lordship's notice that the argument of the comparative cheapness of living in Edinburgh now no longer exists, as both house-rent and the other necessities of life are now as high here as elsewhere, the rents of property generally having risen within the last two years from 30 to 40 per cent., and this, with a greatly increased assessment for poor rates, deduction for income tax, &c., press heavily upon us.

We would also bring under your Lordship's notice the fact of the other departments having obtained new and comparative liberal scales, and the discouraging prospect of seeing younger officers with not only better present salaries, but infinitely better prospects than our own.

We take the liberty of subjoining, for your Lordship's consideration, a comparative statement of the allowances as vice-presidents of the officers in Dublin and Edinburgh.

IN DUBLIN.				IN EDINBURGH.			
			£.				£.
First vice-president, salary	-	-	350	First vice-president	-	-	230
Allowance as president	-	-	50	As president	-	-	30
Second vice-president, salary	-	-	330	Second vice-president	-	-	230
Allowance as president	-	-	50	As president	-	-	20
Third vice-president, salary	-	-	320	Third vice-president	-	-	180
Allowance as president	-	-	30	As president	-	-	20

(signed) *A. Sommerville.*
R. Greig.
T. Young.

To the Right Honourable the Marquis of *Clanricarde*, Her Majesty's
Postmaster-General.

The humble PETITION of the undersigned Stampers in the General Post Office,
Edinburgh,

Humbly sheweth,

THAT your petitioners having made application in February 1847 for a scale of salary, when your Lordship was then pleased to delay granting the prayer of said petition, that your petitioners would again humbly beg of your Lordship to take their case into consideration, feeling as they do that their present salary of one guinea per week to be inadequate to maintain that respectability necessary, the situation being one of trust and responsibility.

Your petitioners would beg humbly to remind your Lordship that by the withdrawal of the late-letter fees, now carried to the revenue, the income of the situation was reduced 7 *s.* per week, with the exception of those who were then in receipt of said fees, thus holding out no prospect for length of service, as enjoyed by other classes of officers of the same character employed in other departments of the service.

On these grounds your petitioners would humbly and earnestly pray your Lordship to grant a scale of salary according to length of service,

And your petitioners, as in duty bound, will ever pray, &c.

(signed) *A. Crichton,*
And Others.

26 March 1849.

To the Right Honourable the Marquis of *Clanricarde*, Her Majesty's
Postmaster-General, &c. &c. &c.

THE MEMORIAL of *James Findlay*, Inspector of Letter-Carriers, General Post
Office, Edinburgh,

Showeth,

THAT your Lordship's memorialist has held the appointment he now has the
honour to occupy since the 1st August 1822, a period of nearly seven-and-
twenty years.

That your Lordship's memorialist has various and important duties to per-
form, which occupy his whole time, causing his constant attendance in the day
time, and frequently at night, and entailing on him certain responsibilities.

That your Lordship's memorialist's official income is only 150*l.* a year; the
scale on which he receives this amount being—

Under 10 years' service	-	-	-	-	£. 100
10 to 15	„	-	-	-	120
Above 15	„	-	-	-	150

he has arrived at the maximum.

In addition to the official income of 150*l.* which your Lordship's memorialist
now has, he enjoys profits arising from the publication of the *Edinburgh*
Directory; this portion, however, of memorialist's income is very uncertain in
its amount, varying from 40*l.* to 50*l.* per annum.

Your Lordship's memorialist cannot intrude on your Lordship by enumerating
the various duties he has to perform, which are well known to be of an onerous
nature, and he would wish to call your Lordship's attention to the altered state
of the office now as compared with the period when the scale to which he has
alluded was granted. His duties have more than doubly increased since then,
and a very great addition has been made to the number of letter-carriers, over
whom he has to exercise a direct control.

Your Lordship's memorialist therefore humbly trusts that an appeal for
an increase to his income may not, under the circumstances of the case,
be either considered as unreasonable, or a request which he is not entitled
to make. He flatters himself that his position, the multiplicity of his
duties, and a faithful service of nearly 27 years, together with the inade-
quacy of his salary, may form sufficient apology for thus intruding on your
Lordship, and a claim to your Lordship's favourable consideration, for
which he will be always grateful, and, as in duty bound, will ever pray.

General Post Office, Edinburgh,
20 March 1849.

(signed) *James Findlay*,
Inspector of Letter-Carriers.

Unto the Right Honourable the Marquis of *Clanricarde*, Her Majesty's
Postmaster-General.

THE MEMORIAL of *Thomas Barker*, Assistant Inspector of Letter-Carriers in the
General Post Office, Edinburgh.

Humbly showeth,

THAT the memorialist entered into the service of the General Post Office in
Edinburgh, in the capacity of letter-carrier, so far back as March 1822. That
in April 1839, by which time he had attained to the situation of senior letter-
carrier, he was, after a service of 17 years, promoted to be assistant inspector of
letter-carriers. That on that occasion the memorialist humbly hoped that the
period of his past service would have been taken into account in fixing the
amount of his future salary, in which event he would have entered upon the
maximum salary of 120*l.*; but the memorialist on his appointment as assistant
inspector only received the minimum salary of 90*l.*, awarded to those whose
period

period of service had not exceeded 10 years. After 27 years, the memorialist has never drawn more than the minimum salary awarded to those whose service has been under 10 years.

That in those circumstances the memorialist humbly submits to your Lordship's consideration his claim to the salary payable to those in his situation, whose services have exceeded the period of 15 years, both in respect that his services have been continued for a period nearly double that time, and that they are of an onerous and responsible character, and that, from the rise in house-rent and prices of provisions in Edinburgh, the maximum salary now paid to the memorialist is inadequate for the decent support of himself and family.

May it therefore please your Lordship to take this memorial into consideration, and to award to the memorialist such addition to his present allowance as in the circumstances may seem to be just and reasonable.

And your memorialist shall ever pray.

(signed) *Thomas Barker,*
Assistant Inspector.

The President of the Inland Office, Edinburgh, to the Secretary of the Post Office, Edinburgh.

Sir,

Inland Office, 26 March 1849.

It will be in your recollection that in the months of March 1846, May 1847, February 1848, memorials were transmitted from the officers of this department to the Postmaster-general, praying for an increased scale of salary to be granted them, and that in each of these cases his Lordship was pleased to reply that "he had in contemplation a general revision of the scales of salaries of the department," the result of which the applicants were desired to await. During these three long years they have waited with painful suspense and anxiety, buoyed up by hope on the one hand and depressed by the daily struggles of poverty and its consequent miseries on the other; and it is not to be wondered at that the perpetually recurring evils of the latter have again forced them to make a further appeal to his Lordship's sympathy. I have, therefore, been inundated with memorials from various parties, and although I am compelled to admit I do not consider the present time most favourable for urging them, I am equally compelled to admit that the stringent nature of the claims put forth cry aloud for redress, and that I should not be justified in refusing to forward them, or in withholding my humble aid in affording the necessary explanations and recommendations to their being maturely considered and weighed, as I am satisfied that if once they are examined, a sense of justice will not fail to induce my Lord the Postmaster-general to put the matter before the Treasury in terms that cannot be resisted. It is my duty, therefore, to transmit the following memorials, upon each of which I shall briefly comment, in the following order:—

1. From the clerks of this department.
2. Vice-presidents.
3. Stampers.
4. From inspector of letter-carriers.
5. From assistant letter-carriers.

1. The clerks of the department:—

It might, perhaps, be considered sufficient to refer simply to my previous reports of 14th July 1845, 13th April 1846, 15th May 1847, 11th February 1848; but it is obvious that to men whose hardships so grievously pressed upon them in 1845, these hardships must have increased upon them most materially by the addition of four years, even did the case involve only a non-redress of the evil complained of; but it is perfectly well known that the expenses of living in Edinburgh have most materially increased during that period. The various lines of railways all coming into the heart of the town have swept away hundred of houses entirely, thereby increasing the demand for them, and having the effect of raising the rents fully 30 and 40 per cent. upon houses of the smaller class, which presses most severely on the officers of this department, who not

merely have to pay much higher rents, but actually receive worse accommodation for the increased rents to that which they procured in the former year, while the local taxes, which are notoriously the heaviest of any town in Her Majesty's dominions, are not only increased in the ratio of the rent, but by new police and prison bills, paving boards, and poor's rates, are increased also both in number of claims and the per-centage on the rents. The prices of provisions also are increased by the facilities the railways and steam-vessels afford for the transmission of live cattle and carcasses to London, that all-absorbing vortex of every description of food. While to those parties who come within the range of the income tax, they receive a heavy deduction from their stipends before coming into their possession; so that no economy, no prudence, no self-denial can possibly evade the effects of it; and to those who do not fall within the range of it they are met with a still more harassing and vexatious deduction in the shape of providing their own superannuation fund, and some officers are exposed to both these calamities.

These officers have drawn a comparison, I think on very justifiable grounds, between their position and that of the corresponding department in Dublin; and it will be seen that the advantages in favour of the Dublin establishment are infinite. I do trust, therefore, that the claims of this department may be considered to be fairly entitled to be put upon a level with the Dublin office. It would ill become me to enter into any details as to proposed advantages; but surely, in adverting to the principle of making the Dublin office a standard of comparison, I am not stepping out of my province.

It may be satisfactory to the Postmaster-general that I can now urge the claims of the officers of this department on account of their own good conduct, as well as statistical facts. I can fearlessly appeal to their improved mode of discharging their official duties, which are as well performed as in any office in the kingdom, both as to celerity and correctness; and I fully believe the officers are actuated by a sincere desire to deserve the approval of their superiors, and that not only in their official but their private and personal conduct. They have received great advantages from the superior order and method and regularity with which the public business is conducted since we have been placed under your control. They appear to appreciate this; and the only difficulty now remaining is the want of encouragement, from the very inadequate scale of salaries which at present exists, a scale made in 1831, since which the business of the office has increased enormously, from well-known causes, while the salaries have remained worse than stationary, from the causes previously explained. I venture, therefore, to implore his Lordship not to check the good feelings of the department by any further reference to the general revision, but to kindly meet a special grievance by a special redress. Upon his fiat hangs the comfort, the peace of mind, the self-respect of hundreds. It is not merely the comfort of 53 individuals, but their wives and children are all at this moment breathlessly awaiting his Lordship's decision, which is to determine their prosperity or ruin. If the labour of these parties is conducive to the welfare of the State, surely they must be remunerated, not as mere machines, but as human and intellectual beings, as persons entrusted with the daily transmission of valuable property, as persons requiring physical, mental, and moral qualifications, whose latter days ought to be stimulated by hope, whose good conduct ought to be rewarded by at least comfort and personal respectability of circumstances.

The next memorial is from the vice-presidents; and as their ordinary salary is identified with the scale of the clerks, this memorial relates solely to that portion of salary or extra allowance which they receive in addition as vice-presidents. The senior at present receives 30*l.* per annum, and the other two only 20*l.* This, it must be admitted, is not sufficient to raise them above the other officers in the same scale of salary, and give them that degree of respect and official status which the nature of their duties and the interests of the public service demand. They, too, have drawn a comparison with the corresponding officers in Dublin, whose allowances, it will be seen, are about double; and I venture to hope a favourable reply will be granted to this petition.

The third memorial is from the stampers; and though the case cannot be considered so pressing as the two previous, yet there is a good deal to be said in their favour. The three seniors stand in a much better position than the others,

inasmuch

inasmuch as they are in receipt of 18*l.* per annum each, as compensation for the loss of too-late fees; but the official salaries of all these officers are alike, viz., a guinea a week, or 54*l.* 12*s.* per annum; but in so far as the new appointments have been deprived of the fees, or any compensation for them, the office itself is of less value than formerly. They therefore solicit to be put upon a scale according to length of service, which is, I believe, the practice in Dublin, where the salaries range at 65*l.*, 75*l.* and 85*l.* respectively; and the senior messenger or stamper, as the case may be, receives 100*l.*; while here those who receive the compensation draw only 72*l.* 12*s.* per annum, and the other nine have nothing beyond the 54*l.* 12*s.* to look forward to. Our stampers have always been a most respectable and well-behaved class of men. I have frequently recommended their case for favourable consideration, and beg to refer to my previous reports of 3 April 1843, 12 January 1846, 11 January 1847, and 17 February 1847.

We come now to the Letter-carriers' Office, from whence I transmit a memorial from Mr. Findlay, inspector, to which office there is a scale of salary attached, but as it only extends to the length of 15 years' service, and Mr. Findlay is now in the 27th year of his service, he has for the last 12 years arrived at the maximum allowed. I have repeatedly reported on Mr. Findlay's case, and beg to refer to the reports of 3 April 1843, 30 April 1846, and 8 November 1847. Looking at Mr. Findlay's age, length of service, and general good conduct, and extreme usefulness in the service, I hope his Lordship may be induced to extend the scale in his favour, which will confer a great benefit on a meritorious individual, and can incur very little increased expense to the revenue, as his successor could not derive any benefit from it for at least 15 years after entering on the duties of his office.

Lastly, I enclose a memorial from Mr. Barker, the assistant inspector of letter-carriers, whose case I have always thought one of peculiar hardship and severity. The office was established in 1839, and Mr. Barker, who was at that time the senior carrier, was very deservedly appointed to fill the situation. The scale of salary fixed for the office was—

	£.
Under 10 years' service	90
10 to 15	100
After 15	120

but unfortunately it was decided that Mr. Barker was not to reckon his previous 17 years of service, but to take the lowest salary, viz., 90*l.* per annum; as he was at that time 55 years of age, I cannot but consider that decision a cruel one. He is consequently now 65 years old, and is still at 90*l.* per annum, though he will next month attain 100*l.* His appeal is simply to be permitted to take his present scale with the benefit of his previous service, which would give him 120*l.* per annum for the remainder of his days, thus making his old age comfortable, and a most proper reward to a most deserving and laborious man; and I most cordially recommend his very modest and humble claim to favourable consideration, which, while it rewards an old officer, entails no future expense as regards his successor in office.

I have said nothing of my own personal claims to consideration, because I wish to advocate the general question apart altogether from my individual interests, which I had rather leave to yourself and the Postmaster-general to protect; and secondly, because the diminution of my income which I have already sustained has now inflicted an injury on my status and prospects, which no mere pecuniary recompense can ever again restore. It has compelled me to make sacrifices most injurious to my welfare and that of my family, and destroyed all my hopes founded on reasonable expectations, broken my health, and deteriorated my position in every way. After 37 years' service I am personally in an infinitely worse position than I was 10 years ago; nay, looking at my family, in a far worse position than when I sacrificed all my prospects in London, 27 years ago, which were the most favourable, both in the office and out of it, to come down here, expatriated and forlorn, upon vague general promises, which have never been realized; while my juniors in London, to name no others, Mr. Bokenham and Mr. Ramsay, are far above me in emoluments and position.

I shall therefore leave my own case to be dealt with as may seem fit to his Lordship, without entering into any matters of detail on so painful a subject, upon which I feel too deeply to trust myself to expatiate.

F. Abbott, Esq.
&c. &c. &c.

I am, &c.
(signed) J. Moule.

EXTRACT from a REPORT from the Secretary of the Post Office, Edinburgh, to Lieutenant-colonel *Maberly*.

“ General Post Office, Edinburgh, 30 March 1849.

“ I BEG to bring under the especial notice of the Postmaster-general the accompanying applications for increase of salary, which have been placed in my hands by the respective parties.

“ The third memorial is from the establishment of clerks in the Inland Department, praying to be placed on the same footing, in regard to pay and emoluments, as the clerks performing similar duties in Dublin; and I beg to repeat what I have already stated, that it does not appear to me consistent or fair that this establishment should be paid at a less rate of salary than in Ireland, when the rate of living, in almost every respect, is cheaper in the latter than in the former country. The expenses for rent and housekeeping, I can myself bear testimony, are increased very considerably in Edinburgh within the last few years, without prospect of again being reduced, and appear to me to be quite equal to the expenses of London.

“ The fourth memorial is from the stampers in the Inland Office, requesting a scale for length of service. If, as they state, such a scale is authorised in Dublin, I certainly think a similar boon should be given to the same class in Edinburgh; but I do not otherwise recommend the prayer of this memorial, although from a very respectable and well-deserving body of men, who have arduous and heavy duties to perform.

“ The fifth memorial is from Mr. Findlay, the inspector of letter-carriers, which I do think deserving of the favourable consideration of the Postmaster-general. I beg to state, that I consider Mr. Findlay's salary from the revenue should certainly not be less than 200*l.* per annum.

“ The sixth memorial is from Mr. Barker, the assistant inspector, who is very inadequately paid for the duty and station he holds, and I consider that his application to be allowed to draw the maximum salary of his present scale after 10 years as assistant inspector, instead of 15 years, is a very moderate and reasonable one, which would then only make his pay 120*l.* a year.

“ I have referred all these parties to the answer I have received to their former appeals, viz. that the Postmaster-general intends to make a general revision of the salaries of the whole department, when their cases will be considered with the rest; but as it is now a considerable time since this reply was first given, they are fearful that in the preparation for this intended general revision they may have been overlooked, and I have therefore been most earnestly solicited again to bring their claims before his Lordship; and I feel the justice of their claims so strongly, that I am compelled to request you will be pleased to bring this matter especially under the consideration of the Postmaster-general, with a view to the establishment in Edinburgh being placed on the same footing as the establishment in Dublin; the present inferiority in scale of pay and remuneration, in a dearer country, being considered a heavy grievance, and unjust towards the parties here who are performing the same duties, having the same responsibility, and equal labour and attendance.

(signed) “ F. Abbott, Secretary.”

“ Lieutenant-colonel Maberly.”

To the Most Noble the Marquis of *Clanricarde*, Postmaster-General.

My Lord,

Inland Office, General Post Office,
Edinburgh, 28 January 1850.

WE, the clerks of the Inland Office of the General Post Office, Edinburgh, beg respectfully to bring under your Lordship's notice that we have forwarded several memorials to your Lordship, praying for an increase to our salaries, to one of which, dated 7th February 1848, your Lordship was pleased to inform us that the subject was under consideration, and that our application must stand over until the general revision of salaries should take place.

Upwards of a year having elapsed, we again forwarded another memorial, dated 17th March 1849, wherein our claims are fully set forth, but we have not as yet been favoured with an answer.

We humbly hope your Lordship will excuse us in again soliciting attention to the subject, and fondly trust that the urgency of our claims may now receive an early consideration.

We are, &c.
(signed) *G. G. Bruce*,
And Others.

The President of the Inland Office, Edinburgh, to the Secretary of the
Post Office, Edinburgh.

Sir,

Inland Office, 28 January 1850.

IN transmitting the enclosed memorial of the officers of this department to the Postmaster-general, I know not that I can say more on the merits of the case than I have already done in my last report on the subject, dated 26 March 1849, except that another year added to the many previous ones of bitter disappointment has sorely sickened the hearts of the memorialists, who are struggling with all the accumulated evils of poverty to an extent, in all probability, beyond the comprehension of a person in the exalted rank of life which his Lordship holds. Could the hardships of the case be fully understood, I doubt not that the appeal would be favourably received and redress afforded. I am sure, in commending it to your favourable recommendation, I can rely on its meeting with every justice at your hands.

F. Abbott, Esq.
&c. &c. &c.

I am, &c.
(signed) *J. Moule*.

The Secretary of the Post Office, Edinburgh, to Lieutenant-colonel *Maberly*.

General Post Office, Edinburgh, 28 January 1850.

I BEG to forward this letter from the officers of the Inland Department in Edinburgh, renewing their application for an increased scale of salary, and most earnestly entreat the early attention of the Postmaster-general to the consideration of their claims.

You will be aware that the long-continued delay in coming to a decision on these applications is deeply felt by the parties, and that the feeling of disappointment and grievance arising from the apparent neglect of their repeated appeals may seriously affect the efficiency and discipline of the department.

Lieutenant-colonel Maberly.

(signed) *F. Abbott*, Secretary.

J. Tilley, Esq., to the Secretary of the Post Office, Edinburgh.

Sir, General Post Office, 6 February 1850.
WITH reference to your report of the 28th ultimo, I am directed by the Postmaster-general to inform you that the application from the officers of the Inland Office in Edinburgh for an increased scale of salary must stand over until the contemplated general revision of salaries takes place.

F. Abbott, Esq.
&c. &c. &c.

I am, &c.
(signed) *J. Tilley,*
Assistant Secretary.

MEMORIAL from the Vice-Presidents of the Inland Office, Edinburgh, to the Postmaster-General.

My Lord, General Post Office, Inland Office,
Edinburgh, 16 June 1851.
WE took an opportunity, two years ago, of bringing under your Lordship's notice what we then ventured to consider was the inadequate remuneration for our responsible duties and length of service; and as we have reason to believe that a memorial for increase of salary is about to be presented to your Lordship from the clerks and others of the establishment, we conceive the moment not inappropriate for again bringing forward our claims as vice-presidents, for such increase of salary as your Lordship might see fit to recommend, especially as increasing years have brought neither present nor prospective addition.

As your Lordship is perhaps aware, our salaries consist merely of such a sum as our length of service and the rotation in the Inland Office as clerks entitle us to, with the addition of 30*l.* for the senior vice-president, and 20*l.* for each of the juniors, and that consequently we rest our claims, not only on the same footing as the other clerks of the department, but we have also most respectfully to urge upon your Lordship the inadequate remuneration for our highly responsible duties as vice-presidents.

To enable your Lordship to understand our situation, we take the liberty of stating in detail the salaries and length of service of each, which is as follows:—

	LENGTH OF SERVICE.	SALARY AS CLERK.	SALARY AS PRESIDENT.	TOTAL.
	<i>Years.</i>	<i>£. s. d.</i>	<i>£. s. d.</i>	<i>£. s. d.</i>
Mr. Sommerville - - - -	29	230 - -	30 - -	260 - -
Mr. Greig - - - -	28	230 - -	20 - -	250 - -
Mr. Young - - - -	20	200 - -	20 - -	220 - -

Mr. Young has the prospect of arriving at the salary of 230*l.*, but as he is of much the same age as the officers immediately above him, such a contingency can scarcely be expected.

We would also most respectfully submit, that the additional salary attached to the office of vice-president is not only inadequate for the responsibility attached to the management of a large office, but as the only reward that the officers have to look forward to for faithful services and correctness of behaviour, is poor in the extreme.

With regard to the alleged cheapness of living in Edinburgh as compared with London and Dublin, we have reason to believe that house-rent, local taxes, and household expenses generally are quite as high here as in any other part of the kingdom, and it has become a matter of difficulty to maintain the respectable position in society which our rank in the office entitles us to.

We therefore humbly and respectfully beg that your Lordship will take into your favourable consideration the inadequacy of our present salaries, the responsible duties attached to us as vice-presidents, our length of service, the length of time that has elapsed since the last revision of our scale, and the circumstance

that

that augmented scales have been granted to several departments of the Edinburgh establishment.

Under these circumstances, we humbly hope that your Lordship will be pleased to recommend such an improvement and extension to our salaries as your Lordship may deem just.

We are, &c.

(signed) *A. G. Sommerville,*
R. Greig,
T. Young, } Vice-presidents.

The Most Noble
 the Marquis of Clanricarde.

MEMORIAL of the Clerks of the Inland Office, Edinburgh, to the Postmaster-General.

Inland Office, General Post-office,
 Edinburgh, 11 June 1851.

May it please your Lordship,

WE, the clerks of the Inland Department of the General Post Office, Edinburgh, beg humbly and respectfully to solicit your Lordship's attention to various memorials we have from time to time addressed to your Lordship, setting forth the inferiority of the salaries allowed the officers of the department at Edinburgh.

We again venture humbly to bring the subject under your Lordship's notice.

In reply to memorial transmitted in 1847, your Lordship was pleased to inform us that a general revision of salaries was in contemplation, and that our case would then be taken into consideration. Four years have now elapsed, and the improved scale we were encouraged to hope for has not yet been conceded to us. Subsequent memorials have been replied to in similar terms.

In these circumstances, we respectfully ask your Lordship to bear with us while we again lay before you the details of what we think the urgency of our case, and we anxiously hope that on a reconsideration of these your Lordship will be induced to recommend forthwith a scale of salary corresponding in some degree to those enjoyed in the other metropolitan cities; the present state of remuneration in Edinburgh being, we respectfully urge, inadequate to the burdens a residence in the metropolis necessarily entails upon us.

The Inland Office, as at present constituted, consists of 39 officers, being an addition of 16 since 1831, yet the only improvement made to meet this large augmentation in the force was an additional clerk being placed on the second and third class respectively, and 10*l.* added to the salary of the juniors.

The classification is as follows:—

Two principal clerks, one of whom is superintending president.
 Five first class.
 Eight second class.
 Eight third class.
 Sixteen juniors.

From this classification we take leave most respectfully to draw your Lordship's attention to a few points as contrasting with the scale enjoyed in the Inland Office, Dublin. We submit that it includes, as one of the principal clerks, the superintending president of the office, whilst in Dublin a distinct position is assigned that officer, and a special salary allowed him. In Dublin the salary of the superintending president is 480*l.*; in Edinburgh 350*l.* The maximum salary of first-class clerks in Dublin is 300*l.*; in Edinburgh 230*l.* The maximum salary of second-class clerks in Dublin is 230*l.*; in Edinburgh 200*l.* We do not intrude upon your Lordship a farther comparison as regards the salaries of the above classes; but on examination it will be found that, whether as relates to the amount received or the periods in service which entitle to an increase, the Dublin scale is much superior.

With regard to the third class, we invite special attention to the circumstance that in Edinburgh, after 10 years' service, the salary is 100*l.* only, while the

same length of service in Dublin would entitle them to 130 *l*. The three seniors of this class, at the present moment, are in the position indicated.

It remains now to bring under your Lordship's notice the juniors of the department; they number 16. The chance of promotion in this class generally is most discouraging, and the situation of the three at the bottom of the list is deserving of particular notice: they have severally completed three years' service, but derive no advantage from length of service, their salary being a fixed sum of 70 *l*. per annum.

Carrying the contrast a step further, we would venture to point out to your Lordship the substantial additions, beyond actual salary, derived by many of the officers both in London and Dublin when in charge of country offices, extra duty, &c. On reference to a recent Parliamentary Return, it will be seen that amongst 14 officers in Dublin the sum of 571*l*. 5*s*. has been disbursed in this way, in sums varying from 19 *l*. 10*s*. to 96 *l*. 15*s*., being an average of above 40 *l*. each; in Edinburgh, with but an exception derived from the former source, we are confined to salary alone; and payment for extra duty, however severe, is a thing quite unknown.

As regards the duties, we are warranted in stating that they are equally arduous, and the hours perhaps more untimely than either in London or Dublin; at the same time, the public burdens in Edinburgh are quite as high as elsewhere. There are besides heavy deductions from the higher salaries, as "income" and "assessed taxes," &c., &c., from several of which Dublin at least is exempt. Substitutes have also to be paid for during sickness, and from other causes, all which form, we humbly submit, sufficient to secure your Lordship's early consideration of our case.

We now leave the matter in your Lordship's hands, and in doing so would only advert further to the length of time that has elapsed since our case was first laid before your Lordship, the fact that new and greatly improved scales were granted the London office, as well as some of the departments here, in 1846, and also to the steadily increasing revenue, which the financial returns show as accruing from the Post Office Department; and we earnestly hope that your Lordship will now be pleased to recommend such an improvement and extension of the scale as to your Lordship may seem best adapted to the position and circumstances in which we are placed.

We have, &c.
(signed) *George G. Bruce,*
And Thirty others.

To the Most Noble the Marquis of Clanricarde,
Postmaster-general.

The President of the Inland Office, Edinburgh, to the Secretary of the
Post Office, Edinburgh.

Sir,

Inland Office, 20 June 1851.

THE enclosed memorials from the clerks and vice-presidents of this department have been placed in my hands, with a wish expressed that I should recommend the prayer of the petitions. This I have so often done, that I know not any terms in which I could urge their claims in a stronger point of view than I have before, and must therefore refer to my report of 26th March 1849, strengthened as it is by the two long years of suspense, disappointment, and the heart-sickening of hope deferred.

I do most earnestly hope that his Lordship the Postmaster-general will be pleased to deal with the case upon its actual merits, which have been admitted in Parliament both by his Lordship and preceding Postmasters-general. Life is too short and uncertain to admit of delays of from 7 to 20 years. If therefore the present race of clerks are to derive any benefit from a favourable consideration of their claims, I trust an immediate decision may be granted. I can speak feelingly on this subject, as regards the present question affecting myself. I have now entered on my 40th year of service, and am 70 *l*. a year poorer than I was 10 years ago, degraded from the position in society I had every right to calculate on, after having incurred expenses in life assurances, and other arrangements for the benefit of my family, founded on what I had every reason to believe a permanent income. I have never pestered the Postmaster-general with

with personal petitions, because I considered his Lordship's own sense of justice would place my old age on a commensurate scale of salary with my long service and official position. I still trust that this may be the case, but vexation and disappointment are making sad inroads upon my health, and I may not live to benefit by what I well believe to be his Lordship's good intentions. I allude to this matter now, because I hope if this long-promised revision takes place the office of superintending president will be taken out of the ordinary scale it at present occupies, and placed as those of London and Dublin are, upon a special salary. I have no intention of dealing with details; it would be presumption in me to do so. The officers in their memorial have dwelt on the comparison between the Dublin office and the Edinburgh. Such comparison I think perfectly legitimate, and I believe a comparison between Scotch and Irish revenues would be greatly in our favour. I may add that the expression of public feeling, as denoted by articles that have from time to time appeared in the journals, are in agreement that the officers of the Post Office are underpaid; and looking at the importance of the department to the public, and the necessity that respectability of character should be maintained by all concerned in it, these are all strong claims upon the kind feelings of the Postmaster-general to respond to the prayer of the petitioners.

I think the case of the vice-presidents deserves serious consideration as to their allowances, being insufficient to maintain their official position.

I wish to leave all matters of detail in your hands, as I have every confidence that you will support the claims of the office.

F. Abbott, Esq., &c. &c. &c.

I am, &c.
(signed) J. Moule.

The Secretary of the Post Office, Edinburgh, to Lieutenant-colonel *Maberly*.

Edinburgh, 28 June 1851.

I beg to bring before the Postmaster-general a renewed appeal from the clerks of the Inland Department in Edinburgh, with reference to the present scale of salary in this office, with a view to their case being brought under early consideration, in the intended general revision of salaries. I have already reported my strong opinion as to the inadequacy of the present scale of salary in the Inland Department, and I sincerely trust that his Lordship will be speedily enabled to give the memorialists a favourable reply to their application.

(signed) F. Abbott,
Secretary.

Lieutenant-colonel Maberly.

J. Tilley, Esq., to the Secretary of the Post Office, Edinburgh.

Sir,

General Post Office, 3 July 1851.

I HAVE submitted to the Postmaster-general your report of the 24th ultimo, transmitting a renewed application from the clerks in the Inland Department of your office with reference to the present scale of their salaries, and I am directed to acquaint you that, as a Treasury Commission will shortly be appointed to inquire into the salaries, &c., of the Post Office, his Lordship deems it unnecessary to consider this further appeal at present.

F. Abbott, Esq., &c. &c. &c.

I am, &c.
(signed) J. Tilley.

The President of the Inland Office, Edinburgh, to the Secretary of the Post Office, Edinburgh.

Sir,

Inland Office, 9 July 1851.

Now that it has been officially intimated that the question of the salaries of the officers of this department has been referred to a Treasury Commission, in place of being decided by the Postmaster-general, I no longer hesitate to submit the state of my own personal claims for the consideration of the Commissioners.

I am now in the 40th year of my service, having entered in June 1812, and

am in the 30th year of my office as superintending president of this department, having been transferred to this office from London in June 1822.

My salary and emoluments from the office are—salary, 350*l.* per annum ; compensations, 139 *l.* ; or in all, 489*l.*

The corresponding office of superintending president in Dublin is held by Mr. Burroughs, whose salary is 480 *l.*, and compensations, 237 *l.* ; in all, 717 *l.* Those of Mr. Bokenham, the superintending president in London, salary, 700 *l.* ; allowance, 36 *l.* ; or 736 *l.* The latter officer is many years my junior, both in general service and as superintending president.

I have alluded to my coming down here from London in 1822. When I did so, verbal promises were held out to me, both by the late Earl of Chichester, the then Postmaster-general, and the late Sir Francis Freeling, secretary, which have never been fulfilled ; and in saying this I by no means intend to make any disrespectful reflections on their memories ; I fully believe they intended to have done all they promised, but were prevented by the appointment of a Parliamentary Commission of Revenue Inquiry, which existed for years.

In the year 1838 I was asked to take the management of the Money-order Office, then about to be instituted on behalf of the Government, with an allowance of 50 *l.* per annum for this duty. This allowance was in 1840 doubled, without any application from myself, but solely in consideration of the onerous service. In December 1845 I was summarily deprived of this 100 *l.* per annum, owing to new arrangements being made as to the Money-order Department, and I had then an allowance of 30 *l.* per annum as compensation made to me. By this act it will be seen that I lost 70 *l.* per annum, after having had every reason to believe that such allowance would be continued for my life.

I therefore respectfully submit that my emoluments of 489 *l.* per annum are inadequate to the importance, responsibility, and rank of the situation I fill ; that it is inadequate to the long service I have performed ; it is not commensurate with that of the corresponding officer of London and Dublin ; and that there are, moreover, peculiar circumstances in my case, personally, why it should receive a favourable consideration.

I therefore now submit these claims to my Lord the Postmaster-general, to be transmitted to the Treasury Commissioners alluded to in the London letter.

F. Abbott, Esq.

I am, &c.
(signed) J. Moule.

The Secretary of the Post Office, Edinburgh, to Lieutenant-colonel *Maberly*.

Edinburgh, 10 July 1851.

I BEG to submit this letter from Mr. Moule, superintending president of the Inland Office in Edinburgh, in order that it may receive the consideration of the Committee on Public Salaries to be appointed by the Treasury.

Mr. Moule has been an active and zealous officer, and highly respectable in conduct and character in his private as well as his official position, and I am sure that the statement of the circumstances attending his promotion from the Inland Department in London to the office in Edinburgh is correct.

Lieut.-col. Maberly.

(signed) F. Abbott, Secretary.

MEMORIAL from Messrs. *Smith, Wyllie, and Walters*, of the Inland Office, Edinburgh.

To the Most Honourable the Marquis of *Clanricarde*, Postmaster-General.

May it please your Lordship, Edinburgh, 30 December 1851.

WE, the undersigned clerks of the Inland Office, Edinburgh, humbly beg to memorialize your Lordship, respecting the insufficient remuneration for the length of our services and position in office, and respectfully to state the peculiar circumstances which have compelled us to make this special appeal to your Lordship.

On the introduction of the penny postage, a few months previous to the appointment

appointment of your memorialists, an increase of six clerks was made to the department; these were all added to the junior class, without any extension of the upper classes, thus making that class to consist of 10 clerks instead of four as formerly. At that time, and for five years thereafter, the salary of the junior class was 60 *l.* per annum, without any increase from length of service; in August 1845 an alteration was made, which increased the minimum salary to 70 *l.*, with an addition of 10 *l.* after three years' service; your memorialists consequently have drawn an aggregate sum of 70 *l.* less than their successors during these five years.

That slow progress was caused by the large number in the junior class, and the comparatively recent appointment of a great proportion of the clerks in the higher classes. Your memorialists served five years in the junior class on salaries of 60 *l.*, and subsequently (on being promoted through vacancies to the third class) other five years on 90 *l.*; they have now the prospect of continuing for the remainder of the third five years' service on salaries of 100 *l.* Your memorialists would most respectfully represent that none of their seniors ever were in the position your memorialists now occupy; that they have now served 11 years and are still in the third class; that the three clerks immediately senior to your memorialists (appointed a few months previous to them) reached the second class within eight years' service, and thereby received an aggregate sum of 140 *l.* more than them; that there is no probability of your memorialists being promoted through vacancies for many years to come.

Your memorialists would respectfully allude to the inferiority of the Edinburgh scale as compared with those of London and Dublin, in which 160 *l.* and 130 *l.* respectively are given in the corresponding class, for the same length of service as that of your memorialists, who only receive 100 *l.*; and that even in other departments of the Edinburgh establishment, clerks of the same length of service receive from 140 *l.* to 200 *l.* per annum.

Your memorialists desire to show that their incomes are not augmented by any of those extras so liberally bestowed on the clerks of the London and Dublin offices, such as having charge of country offices, &c.

Your memorialists would also humbly and respectfully state, that they have refrained from seeking more remunerative employment elsewhere from the hopes held out shortly after their appointment, and repeatedly since then by your Lordship's predecessors, that some improvement would be made in the scale of salaries, strengthened as that hope was by the gradual increase in the number of clerks added to the junior class, which now consists of 16 clerks, whilst no increase has taken place in the number of clerks in the upper classes; so that there are now 24 clerks (in a department consisting of 39) on salaries restricted to 100 *l.*

Your memorialists have now waited 11 years, anxiously looking forward to the realization of the hopes held out to them, and would therefore sincerely trust that your Lordship would give their case a favourable consideration, and be pleased to grant an increase to their salaries, adequate to their length of service and the responsible situations they hold under your Lordship.

We have, &c.
(signed) *Geo. S. Smith.*
J. S. Wyllie.
E. Walters.

The President of the Inland Office, Edinburgh, to the Secretary of the Post Office, Edinburgh.

Sir,

Inland Office, 31 December 1851.

I BEG to enclose a memorial to the Postmaster-general from Messrs. Smith, Wyllie, and Walters of this department, showing the hardships which they consider they in particular suffer by the smallness of their salaries. I confess I do not see that this case can be dealt with as an isolated one, apart from the other classes of clerks in the department, though I am bound to forward their statement, that they may have an opportunity of exhibiting their own grievances.

My own opinion upon the general merits of the question as to the hardships that the department altogether has been subjected to by the cruel delay occa-

sioned by the repeated postponement of the consideration of the merits of their case, as so often brought before the Postmaster-general, has again and again been submitted. I can only therefore once more refer to my previous reports, and implore his Lordship to deal with the question in full upon its actual merits, that the heartburnings, disappointments, and vexations engendered by these repeated postponements may at once be set at rest by a reference to the Lords of the Treasury.

I am, &c.

To F. Abbott, Esq.

(signed) *J. Moule.*

The Secretary of the Post Office, Edinburgh, to Lieutenant-colonel *Maberly*.

1 January 1852.

ACCORDING to the request of the parties to the enclosed memorial, I send their representation, and beg it may be brought under the consideration of the Postmaster-general, who will decide on the propriety of dealing with the case of the three parties who have signed the paper separately from the general revision of the salaries of the Edinburgh Inland Office Establishment.

Lieutenant-colonel *Maberly*.

(signed) *F. Abbott.*

J. Tilley, Esq., to the Secretary of the Post Office, Edinburgh.

Sir,

General Post Office, 14 January 1852.

HAVING submitted to the Postmaster-general your report of the 1st instant on a memorial from Messrs. Smith, Wyllie, and Walters, clerks in the Inland Office of your department, praying for a better scale of salaries, I am directed by his Lordship to inform you that he cannot entertain their application.

I am, &c.

F. Abbott, Esq.

(signed) *J. Tilley.*

The Vice-Presidents of the Inland Office, Edinburgh, to the President of the Inland Office, Edinburgh.

Sir,

General Post Office, Inland Office, Edinburgh,
1 April 1852.

As we are given to understand, from the late proceedings in the House of Commons, that there is no intention at present of appointing a Commission to inquire into the salaries of the officers of this department, we take the liberty of again requesting you to lay our case, as clerks and vice-presidents of the Inland Office, before his Lordship the Postmaster-general, in the hopes that he will feel inclined to take our case into his favourable consideration.

We have upon several occasions during the last few years taken an opportunity of laying our case before the Postmaster-general for the time being, but in order to put his Lordship the present Postmaster-general in possession of it, we take the liberty of shortly recapitulating the details of our present salary, together with our length of service and prospect of increase.

Mr. Sommerville, the first vice-president, has been about 30 years in the office; his salary amounts to 230*l.* as clerk, and 30*l.* as vice-president, and with the exception of the distant prospect of at some time obtaining the one salary of 300*l.*, as senior clerk, has no prospect whatever of further increase.

Mr.

Mr. Greig, the second vice-president, has been 29 years in the office; his salary is 230*l.* as clerk and 20*l.* as vice-president, and is similarly circumstanced as regards further increase.

Mr. Young, the third vice-president, has been 22 years in the service; his salary is 200*l.* as clerk and 20*l.* as vice-president, from which falls to be deducted 11*l.* of superannuation tax; he has the prospect at some time of rising to the higher class, but as the officers above him are of much the same age as he is himself, his prospect is a very distant one.

The vice-presidents are, in fact, placed in the same situation as the clerks, with the addition of the small sum attached to the office, and their situation contrasts very unfavourably with that of similar officers in the Dublin establishment.

We would, therefore, humbly beg that his Lordship be pleased to take our case into his favourable consideration, not only as regards our inadequate salary as clerks, but also as to the very small sum attached to the office of vice-president, an office in itself of considerable responsibility in the department, and the only one held out to the officers generally as the reward for correct conduct in their subordinate capacities.

With the knowledge of your uniform kindness and anxiety for the welfare of the officers generally, we make no apology for again troubling you on the subject, feeling confident that this application will receive your kind recommendation.

We are, &c.

(signed) *A. G. Sommerville.*
Robert Greig.
Thomas Young.

To Joseph Moule, Esq.
&c. &c. &c.

MEMORIAL from the Clerks of the Inland Office, Edinburgh.

To the Right Honourable the Earl of *Hardwicke*, Postmaster-General.

Inland Department, General Post Office,
Edinburgh, 1 April 1852.

May it please your Lordship,

WE, the clerks of the Inland Department of the General Post Office, Edinburgh, take leave humbly and respectfully to bring under your Lordship's notice the memorials we had the honour of forwarding to your Lordship's predecessors, of the following dates, viz. March 1846, May 1847, February 1848, March 1849, January 1850, and June 1851, and in which we represented the inadequacy of the existing scale of salary for this office. In reply to the first three memorials we were informed that "the application must stand over until the general revision of salaries takes place;" to the memorial of 1849 no answer was received; to that of 1850 the reply was, that the application for an increased scale of salary must stand over until the contemplated general revision of salaries takes place; and in answer to the memorial of 1851, your Lordship's predecessor was pleased to acquaint us, "that as a Treasury Commission will shortly be appointed to inquire into the salaries, &c. of the Post Office, his Lordship deems it unnecessary to consider this further appeal at present." Since receiving this last answer your memorialists have been also informed that by an answer to a memorial from another department of this office, received during the present year, the Treasury Commission had been appointed; we therefore did not further trouble his Lordship, in the hope that our case would be brought under the consideration of this Commission. It appears, however, from a report of a conversation in the House of Commons, as given in the public papers, that no such Commission is in existence, or in contemplation. We trust, therefore, your Lordship will pardon the liberty we take in again renewing our application.

We would not willingly intrude on your Lordship a recapitulation of the details we have so often advanced in the memorials referred to, but urged by the clamant nature of our case, we most respectfully solicit your Lordship's attention to the memorials of March 1849 and June 1851, in which we showed the disparity of the scale of this office as compared with the Inland Offices of London and Dublin.

We now humbly and respectfully entreat your Lordship to take our case into your favourable consideration, and under the circumstances stated in this and former memorials, earnestly hope your Lordship will be pleased to grant such an improved scale to this office as your Lordship shall deem just.

We have, &c.
(signed) *G. G. Bruce,*
And others.

The President of the Inland Office, Edinburgh, to the Secretary of the
Post Office, Edinburgh.

Sir,

Inland Office, 1 April 1852.

THE long-standing grievance of the question of the salaries of the department has again been placed in my hands in the shape of another memorial to the Postmaster-general. The facts of the case, the hardships in detail, have been so often and so fully reported on by me, particularly in my reports of 26th March 1849 and 20th June 1851, that I might simply refer to these documents; but as the Earl of Hardwicke cannot reasonably be supposed to be at present acquainted with the details, I may briefly state that the officers in their previous statements clearly showed that the salaries were very inferior to those of the same departments both in London and Dublin, and that, as regards this latter city, they considered they were fairly entitled to be put at least on a level. They went very fully into the grounds upon which they founded their claims, and into all the statistics of the case. The facts set forth were never attempted to be denied, nor the merits of the case contested, but, on the contrary, the answers given might fairly be considered as acknowledging both; and when it was announced that a Commission was to be appointed, the hopes of the officers were greatly raised, so confident were they that the merits of the case had only to be investigated to produce such a result as must be in accordance with their most sanguine wishes.

It would be a needless affectation to suppose they did not see the report of a conversation that took place in Parliament, as stated in "The Times" newspaper, which has been copied into all the Edinburgh papers. It is equally needless to express the surprise with which that report was received; but they immediately conceived it to be a duty they owed to themselves to lose no time in appealing to the present Postmaster-general; and they humbly venture to hope that his Lordship will do them the justice to peruse all the documents that have been sent in on this long-protracted subject, and favour them with a decision on the merits of the claims submitted.

I may observe that, while they fearlessly rely on the very strong nature of their claims, there is a very considerable out-door opinion that the Post-office salaries are inadequate. The public press has again and again openly proclaimed this; and I may take the liberty of adverting to a powerful speech delivered by her Majesty's Lord Justice Clerk, on the 1st October 1850, while presiding in open court at Glasgow on the trial of a Post-office clerk of the Glasgow office; and when one daily sees the tremendous amount of money and other property of value committed to the charge of the officers of the Post Office, it surely is a matter of public moment that these officers should at least be adequately and fairly remunerated, according to their duties and responsibilities and length of service.

I may also observe that it has been frequently stated, though not, of course, officially, that the Treasury were prepared to receive and give every consideration of

of the claims of the department whenever the Postmaster-general should transmit these claims to them with a favourable recommendation.

I know not that it is necessary for me, in the present instance, to do more than now most respectfully to urge his Lordship to examine into the subject.

But with the memorial from the clerks I also enclose a letter, addressed to myself, from the vice-presidents; and as regards this part of the subject, I may explain that they receive their ordinary salaries in common with the other clerks, according to their rotation, and thus far their interests are identical with the other officers; but in addition to this they also receive a very small allowance as vice-presidents, viz. the senior of the three draws 30 *l.*, and the other two 20 *l.* per annum. Now as these officers are selected on account of their good conduct and ability for this preferment, the offices they hold are both responsible, and ought to be made honourable in the eyes of the subordinate clerks. It may very fairly be questioned whether these small allowances are sufficient: I do not hesitate to offer my own opinion that they are not. I trust his Lordship will fully investigate this subject, and that he will then concur in this opinion. I commend the investigation to his Lordship's favourable consideration.

It is with pain I advert to my own position, and I beg to refer to my letter of 9th July 1851; but I take the liberty to inform his Lordship, that in June 1822 I was specially asked by the late Earl of Chichester and the late Sir Francis Freeling to come down here from the London office to take the control of the department, and at their urgent request left London for ever, at four days' notice, to my great loss, under promises that have never been fulfilled; that now, after 40 years' service, my official income is less by 70 *l.* per annum than it was 10 years ago; and that, while the superintending president in London receives 736 *l.*, the superintending president in Dublin 717 *l.*, I only receive 489 *l.*, while I am the senior officer to the London superintending president, and should no doubt have filled that office had I not been induced to come to Edinburgh at the special request of the Postmaster-general. I leave these facts to speak for themselves.

I am, &c.

F. Abbott, Esq.
&c. &c. &c.

(signed) *J. Moule.*

The Secretary of the Post Office, Edinburgh, to Lieutenant-colonel *Maberly*.

General Post Office, 1 April 1852.

At the request of the memorialists, I place in your hands the enclosed application from the Inland Department, referring to the frequent appeals they have made for an increased scale of salary, and I trust that you will be pleased to direct the especial attention of the Postmaster-general to their claims as early as possible. I have already stated my opinion on the cases of the applicants, and that they deserve favourable consideration, and to my opinion given in my former reports I beg to refer.

(signed) *F. Abbott*, Secretary.

Lieutenant-colonel *Maberly*.

RETURN of the SCALES of SALARIES Established from time to time in the INLAND DEPARTMENT of the Post Offices, London, Edinburgh, and Dublin, respectively, since the Year 1830, with any Alterations that may have been adopted in such Scales, and the respective Dates thereof; the NAMES of the present OFFICERS in such Departments, the Dates of their Appointments, their present Salaries, and specifying any other Emoluments of such Officers; and the Number of Officers who have been added to each of the above Inland Offices since 1830.

L O N D O N.

SCALES of SALARIES Established from time to time in the INLAND DEPARTMENT, since 1830, and Dates of respective Alterations.

PRESIDENTS AND CLERKS.

4 APRIL 1832.	23 MAY 1837.	26 FEBRUARY 1840.	15 MARCH 1841.	29 AUGUST 1843.	22 SEPTEMBER 1845.	17 DECEMBER 1856.
£. *1 Superintending president - - 250 *2 Presidents, each at 80 *3 Vice-presidents, each at - - - 40	No alteration - -	£. 1 Superintending president, a fixed salary of - - 800 2 Presidents, at - 80 2 Ditto - at - 70 3 Ditto - at - 40	No alteration - -	No alteration - -	£. 1 Superintending president - 700	No alteration.
8 Senior clerks, each at - - - 300	17 Senior Clerks: £. 3 at - - 450 4 at - - 400 10 under 15 years - - 200 15 to 20 years 250 Above 20 " 300	No alteration - -	No alteration - -	No alteration - -	No alteration - -	9 Seniors: £. 3 at - - 450 6 at - - 400
24 Assistants: Under 15 years - 160 15 to 20 " - 200 Above 20 " - 250 The 18 seniors to have the privilege of circulating newspapers.	No alteration - -	No alteration - -	No alteration - -	No alteration - -	No alteration - -	33 Assistants: Under 15 years 200 15 to 20 " - 250 Above 20 " - 300
27 Clerks: 12 Seniors— £. Above 15 years 160 The others— Under 5 years 90 5 to 10 " - 110 Above 10 " - 130	No alteration - -	No alteration - -	No alteration - -	2 Clerks transferred from Falmouth. First Clerk: £. Under 20 years 200 20 to 25 " - 250 Above 25 " - 300 Second Clerk: Under 15 years 150 15 to 20 " - 160 20 to 25 " - 200 Above 25 " - 250	No alteration - -	No alteration.

2 14 Juniors : Under 5 years - £. 70 6 to 10 " - 90 Above 10 " - 100	No alteration -	No alteration -	No alteration -	No alteration -	No alteration -	90 Junior Clerks : Under 8 years £. 80 8 to 7 " - 90 7 to 10 " - 100 Above 10 " - 190
4 Probationary clerks, at - - - 65	No alteration -	No alteration -	No alteration -	Probationary Clerks in- cluded in Junior Class : Under 5 years £. 70 6 to 10 " - 90 Above 10 " - 100	No alteration -	No alteration -
2 Inspectors + of Franks : £. 1 at - - - 40 1 at - - - 30	No alteration -	No alteration -	No alteration -	No alteration -	No alteration -	No alteration.
1 Instructor of junior officers - - 20	No alteration -	No alteration -	No alteration -	No alteration -	No alteration -	No alteration.
3 Clerks + to Superintend- ing President : £. 1 at - - - 80 1 at - - - 60 1 at - - - 45	" -	" -	" -	" -	" -	8d December 1861. 1 Assistant president £. 80 6 Clerks to Superintend- ing President : £. £. 1 at - - 60 - 1 at - - 45 - 8 at - - 41 12 No alteration.
2 Clerks + for bankers' parcels, each at - 25	" -	" -	" -	" -	" -	No alteration.
1 Clerk + for Stamp Office parcels - 25	" -	" -	" -	" -	" -	" -
		22 August 1840. £. £. 2 Clerks for Stamp Office parcels, each - - 12 10				

* These officers are selected from the body of the office.

+ These duties are discharged by officers selected for capacity, without reference to seniority, and the allowances are in addition to the salaries, according to the respective standing of the parties in the office.

SCALES of Salaries established from time to time in the Inland Department, *London*—continued.

INSPECTORS OF LETTER CARRIERS.

4 APRIL 1832.*	28 JANUARY 1838.	12 APRIL 1842.
£. s. d.	£. s. d.	£. s. d.
1 Inspector - - - 350 - -	1 Inspector - - - 350 - -	1 Inspector - - - 350 - -
1 Assistant - - - 250 - -	1 Assistant inspector - 250 - -	1 Assistant inspector - 250 - -
1 ditto - - - 170 - -	1 ditto - - - 170 - -	1 ditto - - - 180 - -
1 ditto - - - 120 - -	1 ditto - - - 140 - -	1 ditto - - - 150 - -
	1 ditto - - - 120 - -	1 ditto - - - 130 - -
	3 ditto - - - 100 - -	3 ditto - - - 110 - -

* The fees formerly derived by these officers were abolished on the establishment of this scale.

LETTER-CARRIERS.

4 APRIL 1832.	28 DECEMBER 1835.	3 NOVEMBER 1846.
£. s. d.	£. s. d.	£. s. d.
100, at - - - 14 s. per week.	20 Letter-carriers, at - 36 8 -	60 Letter-carriers, at 78 - -
40 of the above as sub-sorters, additional 21 s. per week.	40 ditto - - - 46 16 -	110 ditto - - - 65 - -
60, at - - - 23 s. per week.	92 ditto - - - 52 - -	130 ditto - - - 59 - -
60, at - - - 21 s. "	32 ditto - - - 59 16 -	1 River letter-carrier 104 - -
1 River letter-carrier, at 40 s. per week.	56 ditto - - - 52 - -	
	1 River letter-carrier, at 104 - -	

SUB-SORTERS.

28 DECEMBER 1835.	JANUARY 1844.	JANUARY 1846.
£. s. d.	£. s. d.	£. s. d.
10 Sub-sorters, at - - 110 - -	10 Sub-sorters, at - - 110 - -	10 Sub-sorters, at - 110 - -
10 ditto - - - 100 - -	10 ditto - - - 100 - -	10 ditto - - - 100 - -
10 ditto - - - 90 - -	10 ditto - - - 90 - -	10 ditto - - - 90 - -
22 ditto - - - 80 - -	74 ditto - - - 80 - -	74 ditto - - - 80 - -
	15 ditto - - - 67 12 -	15 ditto - - - 67 12 -
		30 ditto - - - 65 - -

MESSENGERS.

4 APRIL 1832.	18 AUGUST 1840.
£. s. d.	£. s. d.
2 Seniors - - - 120 - -	2 Messengers, at - - 2 6 - a week.
1 Board-room - - - 110 - -	1 ditto - - - 2 2 2 "
2 Messengers - - - 100 - -	3 ditto - - - 1 18 4 "
6 ditto - - - 90 - -	10 ditto - - - 1 14 6 "
6 ditto - - - 80 - -	10 ditto - - - 1 10 8 "
6 ditto - - - 70 - -	10 ditto - - - 1 6 10 "
6 ditto - - - 60 - -	29 ditto - - - 1 5 - "
1 Porter - - - 21 s. per week.	

NAMES of the present OFFICERS in the INLAND DEPARTMENT, *London*, the Dates of their Appointments, and their present Salaries and Emoluments.

	Name of Officer.	Date of Appointment.	Present Salary.			EMOLUMENTS.			
			£.	s.	d.		£.	s.	d.
Superintending president.	Bokenham, William -	27 Nov. 1820	700	-	-	Window fees - - -	25	7	4
Senior clerk - -	Holworthy, Charles -	26 May 1808	450	-	-	{ POUNDAGE on the sale of postage stamps - - }	2	6	9
Ditto - -	Low, Joseph - -	4 Aug. -	450	-	-	{ Compensation for loss by abolition of Private Money Order Office - }	15	-	-
						{ On the sale of postage stamps - - - }	7	10	4
President - -	Welch, Francis - -	24 April 1814	530	-	-	Window fees - - -	16	18	3
Senior clerk - -	Packham, Henry -	24 Oct. -	400	-	-				
Ditto - -	Hosken, William -	8 Nov. -	400	-	-				
President - -	Bourne, Henry - -	7 Oct. 1816	470	-	-	Window fees - - -	16	18	3
Senior clerk - -	White, Richard - -	1 Dec. 1817	400	-	-				
Ditto - -	Simson, Thomas May -	10 April 1818	400	-	-	{ Extra duty in Dead Letter Office - - - }	41	12	-
Ditto - -	Newman, Richard Kent	14 Nov. -	425	-	-				
						{ Compensation for loss by abolition of Private Money Order Office - }	15	-	-
Ditto - -	Cookes, John - -	12 May 1819	300	-	-	{ On the sale of postage stamps - - - }	7	10	4
Inspector of official correspondence.	Hamer, Samuel - -	24 April 1820	340	-	-				
President - -	Graham, George William	23 Dec. 1822	370	-	-				
Senior clerk - -	Paddon, Morris - -	10 May 1823	300	-	-				
Ditto - -	McMahon, John Cicero	10 June -	300	-	-	{ Profit on the sale of postage stamps - - }	2	6	9
Vice-president -	Hodd, Edward - -	22 Sept. -	340	-	-				
Senior clerk - -	Meheux, Henry Edwin	29 July 1824	300	-	-				
Ditto - -	Herbert, Fred. William	12 May 1825	350	-	-	Window fees - - -	14	15	10
Vice-president -	Partridge, Robt. Arthur	9 Aug. -	360	-	-				
Ditto - -	Wilson, Thomas Henry	1 Dec. -	340	-	-				
President - -	Wynn, George Huxham	31 Dec. -	380	-	-				
Senior clerk - -	Pennington, Albert -	7 June 1826	300	-	-				
Ditto - -	Ferguson, Charles -	17 Oct. -	300	-	-				
Assistant president	Blott, William - -	15 July 1828	380	-	-				
Senior clerk - -	Adams, Wm. Hawkins	9 June 1829	325	-	-	{ Extra duty in railway tender - - - }	52	-	-
						{ Window fees - - - }	78	16	11
Windowman - -	Williams, Rhys - -	11 June 1830	300	-	-	{ Profit on the sale of postage stamps - - }	9	-	-
Senior clerk - -	Barnard, Chas. William	31 Oct. 1829	357	10	-				
Ditto - -	Johnson, Charles -	27 Dec. 1830	300	-	-				
						{ Window fees - - - }	14	15	10
Ditto - -	Gladstone, William -	27 Aug. 1831	300	-	-	{ Extra duty in railway tender - - - }	52	-	-
Ditto - -	Hinton, John - -	21 Sept. -	300	-	-				
Inspector of official correspondence.	Brodie, James - -	21 Sept. -	402	10	-				
						{ Window fees - - - }	14	8	10
Senior clerk - -	Smith, Edward James -	7 Feb. 1832	300	-	-	{ Profit on the sale of postage stamps - - }	16	16	10
						{ Extra duty in railway tender - - - }	52	-	-
Ditto - -	Matthews, Henry -	4 Feb. -	300	-	-	{ Profit on the sale of postage stamps - - }	16	16	10
						{ Window fees - - - }	14	8	10
Ditto - -	Berdmore, Wm. Delisle	10 Sept. -	250	-	-	{ Window fees - - - }	8	9	4
						{ Extra duty in railway tender - - - }	52	-	-

(continued)

(continued)

NAMES of the present Officers in the Inland Department, *London*—continued.

	Name of Officer.	Date of Appointment.	Present Salary.	EMOLUMENTS.	
			£. s. d.		£. s. d.
Windowman -	Mellersh, Henry	23 April 1834	250 - -	{ Profit on the sale of post- age stamps - - }	9 - -
				{ Window fees - - }	58 16 11
Senior clerk -	Boucher, Thomas	18 August -	250 - -		
Ditto -	Hutchins, Henry	6 April 1835	250 - -	{ Profit on the sale of post- age stamps - - }	16 16 10
Ditto -	Davis, George	19 August -	250 - -	{ Window fees - - }	14 8 10
Ditto -	Nicholson, John	23 May 1836	250 - -	{ Window fees - - }	8 9 4
				{ Extra duty in railway tender - - }	52 - -
Ditto -	Ronayne, Uniacke	28 Oct. -	250 - -		
Ditto -	Turner, Thomas	31 Jan. 1837	250 - -		
Ditto -	Ely, Daniel	22 March -	250 - -		
Windowman -	Beddoe, Charles Millard	31 March -	250 - -	{ Profit on the sale of post- age stamps - - }	9 - -
				{ Window fees - - }	58 16 11
Senior clerk -	Tuck, George	5 May -	200 - -		
Ditto -	Gardner, John	15 August -	241 12 -		
Ditto -	Davis, Edward	20 Nov. -	200 - -		
Ditto -	Lawson, John	29 May 1838	200 - -		
Clerk -	Tull, William	26 July -	201 12 -		
Ditto -	Jones, George Dundas (temporarily super- annuated).	4 Nov. -	87 - -	Window fees - - -	1 10 8
Ditto -	Barlow, Charles Clin- mor.	8 Dec. -	201 12 -		
Ditto -	Hamilton, William	7 Jan. 1839	160 - -		
Ditto -	Liffen, John Fowler	7 Jan. -	160 - -		
Ditto -	Angell, Thomas William	8 Jan. -	160 - -		
Ditto -	Goodall, John William	2 Jan. -	160 - -	{ Extra duty at the Bo- rough Branch Office - }	27 6 -
Ditto -	Milton, John	7 Jan. -	160 - -		
Ditto -	Hawkes, Roger Wright	17 July -	160 - -		
Ditto -	Chenery, Henry	9 Nov. -	160 - -		
Ditto -	Drake, Edward Preston	11 Feb. 1840	160 - -		
Ditto -	Maxey, William Gas- coyne.	5 Feb. -	160 - -		
Ditto -	Smallfield, Alfred	17 Feb. -	160 - -		
Ditto -	Wood, Matthew	20 Feb. -	160 - -		
Ditto -	Carroll, William	16 March -	160 - -	Sunday duty - - -	27 6 -
Ditto -	Hillmer, William	18 March -	160 - -	{ Extra duty at Charing Cross Branch Office - }	39 - -
Ditto -	Salisbury, Francis	6 April -	160 - -		
Ditto -	Adams, John Berry	16 May -	160 - -		
Ditto -	Kimpton, William	5 August -	160 - -		
Ditto -	Glynn, Andrew Eugene	25 August -	160 - -		
Ditto -	Finch, Edward	27 August -	160 - -		
Ditto -	Powell, Thomas Lloyd	30 Dec. -	160 - -		
Ditto -	Plant, William Joseph	6 Jan. 1841	160 - -		
Ditto -	Walford, John Allbutt	12 Jan. -	160 - -		
Ditto -	Grimer, Thomas	5 Feb. -	160 - -		
Ditto -	Lovett, James Crowdy	5 Feb. -	160 - -		
Ditto -	Rablah, George	15 Feb. -	160 - -		
Ditto -	Smith, Robert Sexton	18 Feb. -	160 - -		
Ditto -	Sansom, James	31 May -	160 - -		
Ditto -	Roberts, William	16 July -	160 - -		
Ditto -	King, Jonathan	26 July -	160 - -	{ Profit on the sale of post- age stamps - - }	2 10 -
				{ Profit of Money Order Office in Abchurch-lane }	55 - -
Ditto -	Perkins, Benjamin	11 August -	160 - -	{ Extra duty at Cavendish- street Branch Office - }	39 - -
Ditto -	Potts, William Frederick	18 August -	160 - -		
Ditto -	Davis, David	8 Sept. -	160 - -	{ Extra duty at Charing Cross Branch Office - }	39 - -
Ditto -	Margetson, James	4 Feb. 1842	160 - -		
Ditto -	Key, Henry	9 June 1843	120 - -		

NAMES of the present Officers in the Inland Department, *London*—continued.

	Name of Officer.	Date of Appointment.	Present Salary.			EMOLUMENTS.			
			£.	s.	d.		£.	s.	d.
Windowman -	Churchill, Edward -	6 July 1843	120	-	-	{ Profit on the sale of post- age stamps - - - }	9	-	-
							58	16	11
Junior clerk -	Fisher, Douglas -	6 April 1844	100	-	-	{ Profit on the sale of post- age stamps - - - }	7	10	4
Ditto -	Brockwell, Geo. Edw.	29 May -	100	-	-				
Ditto -	Topping, John -	1 Sept. -	100	-	-	{ Profit on the sale of post- age stamps - - - }	2	10	-
Ditto -	M'Phee, Ewen -	10 Dec. -	100	-	-		{ Profit on Money Order Office in Abchurch-lane }	55	-
Ditto -	Collinson, James -	20 Jan. 1845	100	-	-	{ Extra duty at Borough Branch Office - - }	27	6	-
Ditto -	Dickinson, William -	20 March -	100	-	-				
Ditto -	Montgomery, William -	25 March -	90	-	-	{ Extra duty at Cavendish- street Branch Office - }	39	-	-
Ditto -	Atkinson, T. Greenhall	9 May -	90	-	-				
Ditto -	Moule, James -	30 July -	90	-	-	{ Profit on the sale of post- age stamps - - - }	2	6	9
Ditto -	Burton, John -	17 Sept. -	90	-	-				
Ditto -	Brown, William -	4 Oct. -	90	-	-	{ Extra duty in Dead Let- ter Office - - - }	78	-	-
Ditto -	Hibberd, William Gunthorp.	29 Oct. -	90	-	-				
Ditto -	Hudson, John -	29 Oct. -	90	-	-	{ Extra duty in Dead Let- ter Office - - - }	41	12	-
Ditto -	Kirkbride, Thomas -	29 Oct. -	90	-	-				
Ditto -	Newman, Walter -	29 Oct. -	90	-	-	{ Extra duty in railway tender - - - }	52	-	-
Ditto -	Miller, Charles -	29 Oct. -	90	-	-				
Ditto -	Cross, Philip -	30 Oct. -	90	-	-	{ Extra duty in railway tender - - - }	52	-	-
Ditto -	Nicholson, George -	1 Nov. -	90	-	-				
Ditto -	Varty, Isaac -	4 Nov. -	90	-	-	{ Extra duty in railway tender - - - }	52	-	-
Ditto -	Dixon, John Coward -	5 Nov. -	90	-	-				
Ditto -	Mounsey, Thomas -	6 Nov. -	90	-	-	{ Extra duty in railway tender - - - }	52	-	-
Ditto -	Walton, Thomas -	7 Nov. -	90	-	-				
Ditto -	Lumsden, William Wise	8 Nov. -	90	-	-	{ Extra duty in railway tender - - - }	52	-	-
Ditto -	Fisher, Edward Henry Augustus.	10 Nov. -	90	-	-				
Ditto -	Dumeldenger, George	12 Nov. -	90	-	-	{ Extra duty in railway tender - - - }	52	-	-
Ditto -	Young, George Benjamin.	12 Nov. -	90	-	-				
Ditto -	Leal, Josiah -	17 Nov. -	90	-	-	{ Extra duty in railway tender - - - }	52	-	-
Ditto -	Narracott, Charles -	19 Nov. -	90	-	-				
Ditto -	Hodgson, John -	21 Nov. -	90	-	-	{ Extra duty in railway tender - - - }	52	-	-
Ditto -	Branthwaite, William -	21 Nov. -	90	-	-				
Ditto -	Pitt, Robert Fowler -	22 Nov. -	90	-	-	{ Extra duty in railway tender - - - }	52	-	-
Ditto -	James, John -	24 Nov. -	90	-	-				
Ditto -	Powson, William Thomas	24 Nov. -	90	-	-	{ Extra duty in railway tender - - - }	52	-	-
Ditto -	Kirkbride, John Wilson	29 Nov. -	90	-	-				
Ditto -	Asling, William Graham.	2 Dec. -	90	-	-	{ Extra duty in railway tender - - - }	52	-	-
Ditto -	Winskill, Thomas -	2 Dec. -	90	-	-				
Ditto -	Elliott, John -	3 Dec. -	90	-	-	{ Extra duty in railway tender - - - }	52	-	-
Ditto -	Dixon, Daniel -	3 Dec. -	90	-	-				
Ditto -	Lock, John -	4 Dec. -	90	-	-	{ Extra duty in railway tender - - - }	52	-	-
Ditto -	Le Patourel Lievre -	5 Dec. -	90	-	-				
Ditto -	Gilpin, George -	27 Dec. -	90	-	-	{ Extra duty in railway tender - - - }	52	-	-
Ditto -	Rawes, Thomas -	12 Jan. 1846	90	-	-				
Ditto -	Pitt, Thomas -	19 March -	90	-	-	{ Extra duty in railway tender - - - }	52	-	-
Ditto -	Corlett, Robert -	24 April -	90	-	-				
Ditto -	Wright, Alfred -	25 May -	90	-	-	{ Extra duty in railway tender - - - }	52	-	-
Ditto -	Wain, John -	20 July -	90	-	-				
Ditto -	Cook, Charles William	4 Feb. 1847	90	-	-	{ Extra duty in railway tender - - - }	52	-	-
Ditto -	Rolls, William Portbury	1 June -	90	-	-				
Ditto -	Lovett, William Lawrence	3 August -	90	-	-	{ Extra duty in railway tender - - - }	52	-	-
Ditto -	Carter, Hugh -	13 Sept. -	90	-	-				
Ditto -	Morris, John Roome -	2 Dec. -	90	-	-	{ Extra duty in railway tender - - - }	52	-	-
Ditto -	Carroll, Patrick -	16 Dec. -	90	-	-				

NAMES of the present Officers in the Inland Department, *London*—continued.

	Name of Officer.	Date of Appointment.	Present Salary.		EMOLUMENTS.	
			£.	s. d.	£. s. d.	£. s. d.
Junior clerk -	Burke, John -	2 March 1848	90	- -	{ Extra duty in railway tender - - - } { Extra duty in Dead Letter Office - - - }	52 - - 78 - -
Ditto -	Greenwood, Ebenezer -	20 April -	90	- -		
Ditto -	Pannett, Henry -	20 April -	90	- -		
Ditto -	Douglas, Alexander Reid.	2 June -	90	- -		
Ditto -	Fletcher, John -	19 June -	90	- -		
Ditto -	Conroy, Michael -	30 June -	90	- -		
Ditto -	Bickley, Henry Sulla -	6 Sept. -	90	- -		
Ditto -	Tyrell, William Amiss -	6 Sept. -	90	- -		
Ditto -	Dyke, George Yonge -	7 Nov. -	90	- -		
Ditto -	Stanbridge, Oliver Edward Richard.	14 Nov. -	90	- -		
Ditto -	Martin, George William	24 Feb. 1849	90	- -		
Ditto -	Hay, Mountiford David	7 May -	80	- -	{ Extra duty in Dead Letter Office - - - }	41 12 -
Ditto -	Heraud, Claudius William.	14 June -	80	- -		
Ditto -	Harrington, Thomas -	26 June -	80	- -		
Ditto -	Bertram, Edwin -	6 July -	80	- -		
Ditto -	Kelly, John -	8 August -	80	- -		
Ditto -	Lloyd, Edmund George	22 August -	80	- -		
Ditto -	Casson, Richard -	28 Oct. -	80	- -		
Ditto -	Shadwell, George	13 March 1850	80	- -		
Ditto -	Burns, John -	20 May -	80	- -		
Ditto -	Greatbach, Thomas -	22 May -	80	- -		
Ditto -	Scarlett, Henry William.	12 August -	80	- -		
Ditto -	Pritchard, Richard -	20 Nov. -	80	- -		
Ditto -	Prior, John Wyburn -	18 Dec. -	80	- -		
Ditto -	Fox, James -	31 Jan. 1851	80	- -		
Ditto -	Longhurst, Frederick John Augustus.	6 Feb. -	80	- -		
Ditto -	Murphy, Thomas Bertrand.	22 Feb. -	80	- -		
Ditto -	Wallis, Christopher -	25 Feb. -	80	- -		
Ditto -	Lewis, Alfred -	4 March -	80	- -		
Ditto -	Plant, Clement -	29 March -	80	- -		
Ditto -	Kirby, Rayment -	4 April -	80	- -		
Ditto -	Morris, David -	7 April -	80	- -		
Ditto -	Callam, William -	16 April -	80	- -		
Ditto -	Jennings, Peter Joseph	24 April -	80	- -		
Ditto -	Taylor, John -	13 May -	80	- -		
Ditto -	Blake, John -	26 May -	80	- -		
Ditto -	Davoren, John -	2 June -	80	- -		
Ditto -	Andrew, James -	30 June -	80	- -		
Ditto -	Rathbone, Joseph -	1 Nov. -	80	- -		
Ditto -	Eyre, Annesley -	10 Nov. -	80	- -		
Ditto -	Mapleston, Henry -	18 Dec. -	80	- -		
Ditto -	Smee, Joseph -	19 Jan. 1852	80	- -		
Ditto -	Canning, Thomas -	9 March -	80	- -		
Ditto -	Ford, John -	15 March -	80	- -		
Packet mail clerk -	Wheatley, Joseph Wootenberg.	5 Dec. 1824	300	- -	{ Poundage as collector of Income Tax - - }	24 14 10
Ditto -	Nash, George John -	11 Aug. 1837	150	- -	{ Extra duty in railway tender - - - }	52 - -
Inspector -	Kelly, Frederick -	17 Nov. 1819	350	- -		
Assistant Inspector -	Playle, John -	9 April 1822	250	- -		
Ditto -	Russell, Thomas -	20 Nov. 1826	180	- -		
Ditto -	Boyden, Thomas -	16 July 1829	150	- -		
Ditto -	Cook, T. B. -	19 April 1833	130	- -		
Ditto -	Swift, Abraham -	7 June 1837	110	- -		
Ditto -	Clare, Willis -	1 March 1834	110	- -		
Ditto -	Reeves, Richard -	11 Jan. 1836	110	- -		
Ditto -	Last, William -	4 May 1820	110	- -		
Ditto -	Steel, James -	27 May 1836	110	- -		

NAMES of the present Officers in the Inland Department, *London*—continued.

—	Name of Officer.	Date of Appointment.	Present Salary.	EMOLUMENTS.					
				Compensation.	Extra Duty: Foreign Mails.		—		
			£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.
Sub-sorter -	J. Johnson -	11 Nov. 1811	110 - -	- - -	- - -	- - -	- - -	- - -	- - -
Ditto -	D. Sills -	4 March 1816	110 - -	- - -	- - -	3 1 -	3 1 -	3 1 -	3 1 -
Ditto -	J. Fleet -	19 August 1816	110 - -	1 - -	- - -	7 - -	8 - -	8 - -	8 - -
Ditto -	H. D. Clements -	11 March 1817	110 - -	3 - -	- - -	8 10 -	11 10 -	11 10 -	11 10 -
Ditto -	H. Reed -	8 March 1819	110 - -	- - -	- - -	- - -	- - -	- - -	- - -
Ditto -	C. G. Dupont -	7 Feb. 1822	110 - -	- - -	- - -	- - -	- - -	- - -	- - -
Ditto -	P. Webster -	17 April 1823	110 - -	- - -	- - -	- - -	- - -	- - -	- - -
Ditto -	T. Topper -	2 August -	110 - -	- - -	- - -	- - -	- - -	- - -	- - -
Ditto -	W. Archer -	18 May 1826	110 - -	- - -	- - -	- - -	- - -	- - -	- - -
Ditto -	W. Attwater -	9 March 1827	110 - -	- - -	- - -	- - -	- - -	- - -	- - -
Ditto -	T. Tite -	12 March -	110 - -	- - -	- - -	- - -	- - -	- - -	- - -
Ditto -	E. Fosdick -	8 Feb. 1830	110 - -	- - -	- - -	2 2 -	2 2 -	2 2 -	2 2 -
Ditto -	F. Cox -	28 July 1831	110 - -	- - -	- - -	- - -	- - -	- - -	- - -
Ditto -	G. Kent -	16 Oct. 1834	110 - -	- - -	- - -	- - -	- - -	- - -	- - -
Ditto -	J. Puttick -	15 Jan. 1833	110 - -	- - -	- - -	- - -	- - -	- - -	- - -
Ditto -	H. Powell -	1 May -	110 - -	- - -	- - -	- - -	- - -	- - -	- - -
Ditto -	W. Newman -	5 Feb. 1834	110 - -	- - -	- - -	- - -	- - -	- - -	- - -
Ditto -	W. C. Oliver -	8 Feb. -	110 - -	- - -	- - -	- - -	- - -	- - -	- - -
Ditto -	J. Mantle -	20 Oct. 1832	110 - -	- - -	- - -	- - -	- - -	- - -	- - -
Ditto -	J. O. Hunt -	15 Feb. 1834	110 - -	- - -	- - -	- - -	- - -	- - -	- - -
Ditto -	H. Rice -	25 March -	100 - -	- - -	- - -	- - -	- - -	- - -	- - -
Ditto -	R. Aldridge -	8 Feb. -	100 - -	- - -	- - -	6 - -	6 - -	6 - -	6 - -
Ditto -	J. Andrews -	2 April -	100 - -	- - -	- - -	- - -	- - -	- - -	- - -
Ditto -	G. Rice -	6 April -	100 - -	- - -	- - -	- - -	- - -	- - -	- - -
Ditto -	R. Langley -	11 March 1835	100 - -	- - -	- - -	- - -	- - -	- - -	- - -
Ditto -	W. J. Keene -	18 August -	100 - -	- - -	- - -	- - -	- - -	- - -	- - -
Ditto -	J. Boatwright -	28 Nov. -	100 - -	- - -	- - -	3 - -	3 - -	3 - -	3 - -
Ditto -	R. Scales -	11 August 1834	100 - -	- - -	- - -	- - -	- - -	- - -	- - -
Ditto -	J. Dace -	20 Feb. 1835	100 - -	- - -	- - -	4 8 -	4 8 -	4 8 -	4 8 -
Ditto -	R. Bird -	4 March -	100 - -	- - -	- - -	- - -	- - -	- - -	- - -
Ditto -	J. Maidlow -	24 Dec. -	100 - -	- - -	- - -	- - -	- - -	- - -	- - -
Ditto -	J. Roberts -	23 July -	100 - -	- - -	- - -	- - -	- - -	- - -	- - -
Ditto -	W. Green -	27 June 1836	100 - -	- - -	- - -	- - -	- - -	- - -	- - -
Ditto -	T. H. Rahill -	1 Oct. -	100 - -	- - -	- - -	- - -	- - -	- - -	- - -
Ditto -	Thomas Fox -	7 Nov. 1832	100 - -	- - -	- - -	- - -	- - -	- - -	- - -
Ditto -	R. Bauldry -	30 August 1833	100 - -	- - -	- - -	- - -	- - -	- - -	- - -
Ditto -	R. Gallin -	23 Jan. 1834	100 - -	- - -	- - -	5 14 -	5 14 -	5 14 -	5 14 -
Ditto -	Thomas Brown -	23 Jan. -	100 - -	- - -	- - -	- - -	- - -	- - -	- - -
Ditto -	J. Angus -	6 Nov. -	100 - -	- - -	- - -	- - -	- - -	- - -	- - -
Ditto -	T. Vans -	28 Dec. 1835	100 - -	- - -	- - -	3 11 -	3 11 -	3 11 -	3 11 -
Ditto -	J. Wright -	6 May 1836	90 - -	- - -	- - -	- - -	- - -	- - -	- - -
Ditto -	H. Store -	29 August -	90 - -	- - -	- - -	- - -	- - -	- - -	- - -
Ditto -	W. Bliss -	7 July 1838	90 - -	- - -	- - -	2 - -	2 - -	2 - -	2 - -
Ditto -	R. Potter -	23 Oct. -	90 - -	- - -	- - -	- - -	- - -	- - -	- - -
Ditto -	J. Clarke -	4 April 1837	90 - -	- - -	- - -	- - -	- - -	- - -	- - -
Ditto -	J. Howard -	23 May -	90 - -	- - -	- - -	- - -	- - -	- - -	- - -
Ditto -	J. Lord -	16 Sept. -	90 - -	- - -	- - -	- - -	- - -	- - -	- - -
Ditto -	G. Faulls -	27 June -	90 - -	- - -	- - -	- - -	- - -	- - -	- - -
Ditto -	J. Coleman -	15 Sept. -	90 - -	- - -	- - -	- - -	- - -	- - -	- - -
Ditto -	J. Dean -	23 Jan. 1834	90 - -	- - -	- - -	- - -	- - -	- - -	- - -
Ditto -	H. Hobbs -	10 July 1837	90 - -	- - -	- - -	- - -	- - -	- - -	- - -
Ditto -	J. French -	14 Dec. -	90 - -	- - -	- - -	- - -	- - -	- - -	- - -
Ditto -	R. Sayers -	24 Sept. 1838	90 - -	- - -	- - -	- - -	- - -	- - -	- - -
Ditto -	W. G. Dunstall -	16 May 1839	90 - -	- - -	- - -	- - -	- - -	- - -	- - -
Ditto -	James Green -	6 August -	90 - -	- - -	- - -	4 2 -	4 2 -	4 2 -	4 2 -
Ditto -	H. Weaver -	27 August -	90 - -	- - -	- - -	- - -	- - -	- - -	- - -
Ditto -	H. Smith -	28 Dec. -	90 - -	- - -	- - -	19 2 -	19 2 -	19 2 -	19 2 -
Ditto -	R. Ridoutt -	1 Jan. 1840	90 - -	- - -	- - -	- - -	- - -	- - -	- - -
Ditto -	J. Robinson -	3 Jan. -	90 - -	- - -	- - -	- - -	- - -	- - -	- - -
Ditto -	R. Gill -	3 Jan. -	90 - -	- - -	- - -	- - -	- - -	- - -	- - -
Ditto -	W. Smith -	4 Jan. -	90 - -	- - -	- - -	- - -	- - -	- - -	- - -
Ditto -	Thomas Harris -	6 Jan. -	90 - -	- - -	- - -	1 5 -	1 5 -	1 5 -	1 5 -
Ditto -	G. Humphreys -	16 April -	90 - -	- - -	- - -	- - -	- - -	- - -	- - -
Ditto -	O. Randal -	27 Dec. 1839	90 - -	- - -	- - -	- - -	- - -	- - -	- - -
Ditto -	J. Lockett -	25 April -	90 - -	- - -	- - -	- - -	- - -	- - -	- - -
Ditto -	M. Dixon -	30 Dec. -	90 - -	- - -	- - -	- - -	- - -	- - -	- - -
Ditto -	G. Roberts -	6 August 1840	90 - -	- - -	- - -	1 2 -	1 2 -	1 2 -	1 2 -
Ditto -	J. Hammersley -	1 Feb. -	90 - -	- - -	- - -	- - -	- - -	- - -	- - -
Ditto -	W. Saunders -	18 April -	90 - -	- - -	- - -	- - -	- - -	- - -	- - -

(continued)

NAMES of the present Officers in the Inland Department, *London*—continued.

	Name of Officer.	Date of Appointment.	Present Salary.	EMOLUMENTS.					
				Compensation.	Extra duty: Foreign Mails.				
			£. s. d.	£. s. d.	£. s. d.		£. s. d.	£. s. d.	
Sub-sorter -	T. Bignell -	17 Sept. 1832	90 - -						
Ditto -	G. Sims -	24 Dec. 1839	90 - -						
Ditto -	W. Crippin -	24 Dec. -	90 - -						
Ditto -	R. Walker -	19 Oct. 1840	90 - -						
Ditto -	J. Moore -	9 Dec. -	90 - -						
Ditto -	J. Bartlett -	30 March 1841	90 - -						
Ditto -	C. Haynes -	31 March -	90 - -						
Ditto -	W. Waters -	2 April -	90 - -	- - -	4 9 -		4 9 -		
Ditto -	W. Penny -	6 April -	90 - -	- - -	3 15 -		3 15 -		
Ditto -	J. O. Lewis -	10 April 1840	90 - -						
Ditto -	J. Hooper -	21 May 1841	90 - -						
Ditto -	J. Williams -	30 March -	80 - -						
Ditto -	T. Mandeville -	13 Nov. -	80 - -						
Ditto -	S. Reed -	4 March 1842	80 - -	- - -	2 7 -		2 7 -		
Ditto -	John Lewis -	4 Jan. -	80 - -						
Ditto -	J. Tilley -	4 Jan. -	80 - -						
Ditto -	W. McFarlane -	9 April -	80 - -						
Ditto -	P. O'Brien -	17 June -	80 - -	- - -	7 19 -		7 19 -		
Ditto -	R. Martin -	19 Jan. -	80 - -						
Ditto -	H. Smith -	3 April 1841	80 - -						
Ditto -	H. Treyvand -	5 April -	80 - -						
Ditto -	W. Plowright -	14 March 1842	80 - -						
Ditto -	J. Tugwood -	27 July -	80 - -						
Ditto -	M. W. Rich -	16 August -	80 - -						
Ditto -	G. R. Taylor -	26 Jan. 1843	80 - -						
Ditto -	J. Honey -	4 March -	80 - -						
Ditto -	W. Sewell -	20 Oct. -	80 - -						
Ditto -	H. Barr -	10 Nov. -	80 - -						
Ditto -	W. Fountain -	19 Jan. 1844	80 - -						
Ditto -	G. Kershaw -	19 Jan. -	80 - -	- - -	- 17 -		- 17 -		
Ditto -	W. Parsons -	19 Feb. -	80 - -	- - -	1 13 -		1 13 -		
Ditto -	J. Gandon -	15 April -	80 - -						
Ditto -	F. Collins -	13 Sept. -	80 - -						
Ditto -	W. C. Collins -	30 Sept. -	80 - -	- - -	4 5 -		4 6 -		
Ditto -	F. Parodi -	3 Oct. -	80 - -						
Ditto -	J. T. Tyon -	24 Oct. -	80 - -	- - -	2 18 -		2 18 -		
Ditto -	H. Taylor -	8 Jan. 1845	80 - -						
Ditto -	J. C. Shuter -	4 March -	80 - -	- - -	5 10 -		5 10 -		
Ditto -	J. Nudd -	14 April -	80 - -	- - -	4 1 -		4 1 -		
Ditto -	W. Fisher -	27 May -	80 - -	- - -	4 11 -		4 11 -		
Ditto -	H. Dutch -	29 May -	80 - -						
Ditto -	G. Wilson -	25 July -	80 - -	- - -	1 5 -		1 5 -		
Ditto -	W. Brady -	25 August -	80 - -						
Ditto -	J. Lurton -	25 August -	80 - -	- - -	5 12 -		5 12 -		
Ditto -	J. Longley -	10 Nov. 1843	80 - -						
Ditto -	E. Richardson -	20 Nov. -	80 - -						
Ditto -	G. C. Parkin -	22 Oct. 1845	80 - -						
Ditto -	G. Wright -	20 Oct. -	80 - -						
Ditto -	G. Frazer -	12 August 1844	80 - -	- - -	3 8 -		3 8 -		
Ditto -	W. Jenkinson -	9 Nov. -	80 - -	- - -	4 10 -		4 10 -		
Ditto -	H. J. Hunt -	30 Nov. -	80 - -						
Ditto -	W. Bazeley -	1 July 1845	67 12 -						
Ditto -	J. Nicholson -	26 Sept. -	67 12 -						
Ditto -	J. V. Richardson -	22 Oct. -	67 12 -	- - -	1 16 -		1 16 -		
Ditto -	R. Keep -	20 Oct. -	67 12 -						
Ditto -	T. Castle -	5 Nov. -	67 12 -						
Ditto -	H. Burlington -	15 Nov. -	67 12 -						
Ditto -	R. Peel -	17 Nov. -	67 12 -	- - -	3 - -		3 - -		
Ditto -	J. Copstick -	22 Nov. -	67 12 -	- - -	5 7 -		5 7 -		
Ditto -	S. Smith -	28 Nov. -	67 12 -	- - -	4 12 -		4 12 -		
Ditto -	J. Hughes -	1 Dec. -	67 12 -						
Ditto -	H. Hall -	2 Dec. -	67 12 -						
Ditto -	W. York -	4 Dec. -	67 12 -						
Ditto -	M. Kimball -	5 Dec. -	67 12 -						
Ditto -	E. Davis -	30 Dec. -	67 12 -						
Ditto -	T. Stenton -	30 Dec. -	67 12 -						
Ditto -	W. Rigg -	6 Jan. 1846	67 12 -						
Ditto -	G. Green -	3 March -	67 12 -	- - -	5 5 -		5 5 -		
Ditto -	P. Riorden -	5 Nov. 1845	67 12 -	- - -	1 11 -		1 11 -		

NAMES of the present Officers in the Inland Department, *London*—continued.

	Name of Officer.	Date of Appointment.	Present Salary.	EMOLUMENTS.		
				Compensation.	Extra Duty : Foreign Mails.	
			£. s. d.	£. s. d.	£. s. d.	£. s. d.
Sub-sorter -	W. Benson -	22 Nov. 1845	67 12 -			
Ditto -	W. Sanderson -	4 Dec. -	67 12 -	- - -	5 10 -	5 10 -
Ditto -	C. Gillan -	2 Oct. 1844	65 - -			
Ditto -	H. Winchombe -	20 August 1845	65 - -			
Ditto -	R. Cummins -	10 August 1844	65 - -	- - -	1 10 -	1 10 -
Ditto -	G. Warburton -	7 May 1841	65 - -			
Ditto -	J. Moffatt -	1 Dec. 1845	65 - -	- - -	5 8 -	5 8 -
Ditto -	J. Shepherd -	4 Dec. -	65 - -			
Ditto -	J. Purvis -	10 April -	65 - -	- - -	1 10 -	1 10 -
Ditto -	E. Parker -	8 July -	65 - -			
Ditto -	P. Murphy -	21 March 1842	65 - -			
Ditto -	J. Hellon -	2 Dec. 1845	65 - -			
Ditto -	J. Emmerson -	7 Feb. -	65 - -			
Ditto -	W. Couch -	3 April 1846	65 - -	- - -	2 8 -	2 8 -
Ditto -	J. Atkinson -	18 Dec. 1845	65 - -	- - -	4 7 -	4 7 -
Ditto -	R. Clark -	10 Jan. -	65 - -			
Ditto -	John Brown -	15 April -	65 - -			
Ditto -	E. T. Adams -	24 Dec. 1842	65 - -			
Ditto -	W. Morris -	15 Dec. -	65 - -			
Ditto -	J. Woodyatt -	30 March 1846	65 - -			
Ditto -	J. Slark -	30 March -	65 - -			
Ditto -	J. Stoner -	6 April -	65 - -			
Ditto -	J. Middle -	7 April -	65 - -			
Ditto -	R. Littlejohns -	8 April -	65 - -			
Ditto -	W. S. Bond -	17 April -	65 - -			
Ditto -	H. Blunden -	7 April -	65 - -			
Ditto -	D. Lloyd -	11 May -	65 - -			
Ditto -	H. Shepherd -	12 June -	65 - -	- - -	18 -	18 -
Ditto -	J. Sawell -	16 June -	65 - -			
Ditto -	J. Gandon -	15 June -	65 - -			
Ditto -	W. Keating -	18 June -	65 - -			
169 Sub-sorters.						
Some of the Sub-sorters are employed in the delivery of letters every morning, and receive Christmas gifts from the public on their respective districts.						
The compensation to Fleet and Clements are in lieu of abolished fees.						
Letter-carrier -	T. Cockburn -	24 August 1807	78 - -	44 6 4	- - -	44 6 4
Ditto -	J. Blake -	19 March 1810	78 - -	39 12 -	7 6 -	46 18 -
Ditto -	J. W. Carpenter -	14 May 1811	78 - -	29 16 8	13 17 -	43 13 8
Ditto -	A. Froom -	1 Oct. -	78 - -	77 19 4	14 4 -	92 3 4
Ditto -	W. Sarjeant -	26 July 1814	78 - -	27 7 8	14 6 -	42 3 8
Ditto -	J. Deacon -	5 August 1816	78 - -			
Ditto -	T. Lloyd -	30 May 1820	78 - -	77 19 4	7 14 -	85 13 4
Ditto -	W. Layfield -	27 June 1821	78 - -	46 13 -	3 12 -	50 5 -
Ditto -	J. Cooter -	20 Feb. 1822	78 - -	21 4 8	14 18 -	36 2 8
Ditto -	R. S. Holditch -	28 June 1824	78 - -	36 4 4	14 12 -	50 16 -
Ditto -	W. Splevins -	22 June 1825	78 - -	50 3 4	13 10 -	63 13 4
Ditto -	C. Dance -	21 Nov. -	78 - -	46 11 4	15 11 -	62 2 4
Ditto -	W. Pearson -	16 Sept. 1826	78 - -	60 4 -	- 17 -	61 1 -
Ditto -	S. Poucher -	22 Nov. 1846	78 - -	37 - -	14 4 -	51 4 -
Ditto -	J. P. Hodge -	10 March 1827	78 - -	40 18 4	8 1 -	48 19 4
Ditto -	H. Hopton -	2 April -	78 - -	40 8 10	7 17 -	48 5 10
Ditto -	R. Westcott -	2 May -	78 - -	19 16 -	- - -	19 16 -
Ditto -	C. Baldwin -	25 June -	78 - -	46 14 8	- - -	46 14 8
Ditto -	Jeremiah Miller -	3 July -	78 - -	43 - 4	- 17 -	43 17 4
Ditto -	R. Bickerton -	27 July -	78 - -	39 12 8	13 10 -	53 2 8
Ditto -	L. Macquarie -	7 Nov. -	78 - -	21 6 -	- 17 -	22 3 -
Ditto -	J. Maddox -	12 May 1828	78 - -	18 8 4	14 6 -	32 14 4
Ditto -	H. Checkley -	17 July 1829	78 - -			
Ditto -	R. Allen -	21 July -	78 - -	34 16 -	- 15 -	35 11 -
Ditto -	W. Rouse -	29 July -	78 - -			
Ditto -	D. Bishop -	30 July -	78 - -	41 18 8	- - -	41 18 8
Ditto -	W. Farley -	4 August -	78 - -	36 2 4	- 17 -	36 19 4
Ditto -	J. Pickersgill -	29 August -	78 - -	17 19 4	- - -	17 19 4
Ditto -	W. B. Thomas -	29 Oct. -	78 - -	37 3 6	- - -	37 3 6
Ditto -	T. Benwell -	29 Dec. -	78 - -	25 4 6	6 2 -	31 6 6

(continued)

NAMES of the present Officers in the Inland Department, *London*—continued.

—	Name of Officer.	Date of Appointment.	Present Salary.	EMOLUMENTS.					
				Compensation.	Extra Duty : Foreign Mails.		—		
			£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.
Letter-carrier	C. Suter -	14 April 1831	78 - -	27 8 4	- - -	- - -	27 8 4	27 8 4	27 8 4
Ditto	M. H. Mann -	28 Feb. 1832	78 - -	27 19 -	- - -	13 15 -	41 14 -	41 14 -	41 14 -
Ditto	John Miller, jun. -	14 May -	78 - -	17 1 10	- - -	- 16 -	17 17 10	17 17 10	17 17 10
Ditto	T. Lawrence -	14 May -	78 - -	13 8 4	- - -	7 15 -	20 18 4	20 18 4	20 18 4
Ditto	H. Jaggs -	1 August -	78 - -	16 16 4	- - -	- - -	16 16 4	16 16 4	16 16 4
Ditto	W. Phillips -	17 Oct. 1822	78 - -	- - -	- - -	7 6 -	7 6 -	7 6 -	7 6 -
Ditto	J. Oxley -	6 Nov. 1832	78 - -	- - -	- - -	15 11 -	15 11 -	15 11 -	15 11 -
Ditto	J. Faulls -	7 Nov. -	78 - -	10 2 8	- - -	14 17 -	24 19 8	24 19 8	24 19 8
Ditto	T. Whicher -	7 Nov. -	78 - -	21 18 8	- - -	5 8 -	27 6 8	27 6 8	27 6 8
Ditto	J. Hallows -	7 Nov. -	78 - -	28 8 8	- - -	8 7 -	36 15 8	36 15 8	36 15 8
Ditto	E. Frost -	19 Feb. 1833	78 - -	45 10 4	- - -	1 10 -	47 - 4	47 - 4	47 - 4
Ditto	T. Woolner -	18 March -	78 - -	6 2 8	- - -	- 14 -	6 16 3	6 16 3	6 16 3
Ditto	G. Philp -	11 March -	78 - -	2 9 4	- - -	- - -	2 9 4	2 9 4	2 9 4
Ditto	W. Payne -	24 April -	78 - -	9 10 -	- - -	- - -	9 10 -	9 10 -	9 10 -
Ditto	G. Aylmore -	14 June -	78 - -	31 6 8	- - -	8 4 -	39 14 8	39 14 8	39 14 8
Ditto	G. Smith -	26 Oct. -	78 - -	35 11 8	- - -	- 15 -	36 6 8	36 6 8	36 6 8
Ditto	T. Crowley -	23 Jan. 1834	78 - -	- - -	- - -	7 16 -	7 16 -	7 16 -	7 16 -
Ditto	J. Buxton -	23 Jan. -	78 - -	- - -	- - -	- - -	- - -	- - -	- - -
Ditto	A. Wright -	23 Jan. -	78 - -	9 18 -	- - -	- - -	9 18 -	9 18 -	9 18 -
Ditto	C. Rowsell -	23 Jan. -	78 - -	18 16 -	- - -	- - -	18 16 -	18 16 -	18 16 -
Ditto	W. Pretty -	23 Jan. -	78 - -	8 19 4	- - -	- - -	8 19 4	8 19 4	8 19 4
Ditto	G. Hazelton -	5 Feb. -	78 - -	- - -	- - -	- - -	- - -	- - -	- - -
Ditto	T. Pennell -	17 Feb. -	78 - -	8 3 4	- - -	- - -	8 3 4	8 3 4	8 3 4
Ditto	C. Page -	17 Feb. -	78 - -	16 16 8	- - -	- 15 -	17 11 8	17 11 8	17 11 8
Ditto	J. Groombridge -	18 Feb. -	78 - -	- - -	- - -	- - -	- - -	- - -	- - -
Ditto	W. A. Colenutt -	22 Feb. -	78 - -	6 1 8	- - -	4 15 -	10 16 8	10 16 8	10 16 8
Ditto	J. Cheshire -	24 Feb. -	78 - -	6 16 8	- - -	- - -	6 16 8	6 16 8	6 16 8
Ditto	W. Day -	12 March -	78 - -	24 18 8	- - -	- 12 -	25 10 8	25 10 8	25 10 8
Ditto	W. Raven -	13 March -	78 - -	14 - -	- - -	- - -	14 - -	14 - -	14 - -
Ditto	M. Duffy -	17 April -	78 - -	- - -	- - -	- - -	- - -	- - -	- - -
Ditto	J. Burgess -	28 August -	65 - -	16 - -	- - -	- - -	16 - -	16 - -	16 - -
Ditto	C. Stevens -	15 April 1835	65 - -	16 5 6	- - -	- - -	16 5 6	16 5 6	16 5 6
Ditto	J. Barker -	18 April -	65 - -	- - -	- - -	13 8 -	13 8 -	13 8 -	13 8 -
Ditto	W. Branham -	30 May -	65 - -	9 19 -	- - -	- 14 -	10 13 -	10 13 -	10 13 -
Ditto	W. Street -	22 Nov. 1836	65 - -	17 18 8	- - -	- - -	17 18 8	17 18 8	17 18 8
Ditto	P. O'Meara -	22 Nov. -	65 - -	14 4 -	- - -	- - -	14 4 -	14 4 -	14 4 -
Ditto	P. Edwards -	16 Sept. 1837	65 - -	- - -	- - -	- - -	- - -	- - -	- - -
Ditto	C. Freeman -	18 Nov. -	65 - -	- - -	- - -	7 3 -	7 3 -	7 3 -	7 3 -
Ditto	J. Scarr -	21 Dec. -	65 - -	7 10 -	- - -	- - -	7 10 -	7 10 -	7 10 -
Ditto	T. Bailey -	4 June 1838	65 - -	24 4 -	- - -	- - -	24 4 -	24 4 -	24 4 -
Ditto	J. Baker -	30 June -	65 - -	7 13 4	- - -	- - -	7 13 4	7 13 4	7 13 4
Ditto	W. H. Hipp -	25 August -	65 - -	- - -	- - -	- - -	- - -	- - -	- - -
Ditto	R. Weaver -	27 Sept. -	65 - -	- - -	- - -	- - -	- - -	- - -	- - -
Ditto	B. Boxall -	14 May -	65 - -	15 2 8	- - -	- - -	15 2 8	15 2 8	15 2 8
Ditto	E. Miller -	22 May -	65 - -	- - -	- - -	- - -	- - -	- - -	- - -
Ditto	H. Brockhurst -	22 May -	65 - -	- - -	- - -	8 1 -	8 1 -	8 1 -	8 1 -
Ditto	J. Poate -	29 May -	65 - -	14 4 8	- - -	- - -	14 4 8	14 4 8	14 4 8
Ditto	J. Aylen -	16 Oct. -	65 - -	- - -	- - -	- - -	- - -	- - -	- - -
Ditto	J. Downey -	24 Dec. -	65 - -	- - -	- - -	- 13 -	- 13 -	- 13 -	- 13 -
Ditto	H. F. Warner -	24 Dec. -	65 - -	- - -	- - -	- - -	- - -	- - -	- - -
Ditto	E. Carter -	24 Dec. -	65 - -	- - -	- - -	14 12 -	14 12 -	14 12 -	14 12 -
Ditto	T. B. Leegood -	24 Dec. -	65 - -	14 7 -	- - -	- - -	14 7 -	14 7 -	14 7 -
Ditto	J. Barber -	24 Dec. -	65 - -	- - -	- - -	- - -	- - -	- - -	- - -
Ditto	H. R. Roe -	28 Dec. -	65 - -	- - -	- - -	- - -	- - -	- - -	- - -
Ditto	J. W. Davis -	30 Dec. -	65 - -	- - -	- - -	14 8 -	14 8 -	14 8 -	14 8 -
Ditto	W. Clark -	30 Dec. -	65 - -	- - -	- - -	- - -	- - -	- - -	- - -
Ditto	E. Edmed -	4 Jan. 1840	65 - -	- - -	- - -	8 5 -	8 5 -	8 5 -	8 5 -
Ditto	H. Thomas -	10 Jan. -	65 - -	- - -	- - -	- 14 -	- 14 -	- 14 -	- 14 -
Ditto	J. Glasscock -	17 Jan. -	65 - -	- - -	- - -	- - -	- - -	- - -	- - -
Ditto	J. Stevenson -	6 Feb. -	65 - -	- - -	- - -	- - -	- - -	- - -	- - -
Ditto	R. Kingsford -	6 March -	65 - -	8 - -	- - -	- - -	8 - -	8 - -	8 - -
Ditto	J. Hackett -	6 March -	65 - -	- - -	- - -	- - -	- - -	- - -	- - -
Ditto	M. Quainlaw -	19 June -	65 - -	- - -	- - -	8 9 -	8 9 -	8 9 -	8 9 -
Ditto	G. Hawkes -	30 June -	65 - -	2 16 8	- - -	- - -	2 16 8	2 16 8	2 16 8
Ditto	A. F. Newton -	2 Dec. -	65 - -	2 7 8	- - -	- - -	2 7 8	2 7 8	2 7 8
Ditto	G. Hilton -	1 Jan. 1841	65 - -	- - -	- - -	- - -	- - -	- - -	- - -
Ditto	T. Emery -	4 Jan. -	65 - -	- - -	- - -	- - -	- - -	- - -	- - -
Ditto	E. Barker -	4 Feb. -	65 - -	- - -	- - -	- - -	- - -	- - -	- - -
Ditto	A. Jones -	20 March -	65 - -	- - -	- - -	- - -	- - -	- - -	- - -

NAMES of the present Officers in the Inland Department, *London*—continued.

—	Name of Officer.	Date of Appointment.	Present Salary.	EMOLUMENTS.		
				Compensation.	Extra Duty: Foreign Mails.	—
			£. s. d.	£. s. d.	£. s. d.	£. s. d.
Letter-carrier	J. T. Lewis	29 March 1841	65 - -			
Ditto	J. Coster	29 March -	65 - -			
Ditto	J. Binder	30 March -	65 - -			
Ditto	C. Johnston	30 March -	65 - -			
Ditto	J. Leworthy	7 April -	65 - -			
Ditto	W. M'Cormick	16 April -	65 - -			
Ditto	J. Hawthorn	21 April -	65 - -			
Ditto	C. Bowyer	26 April -	65 - -			
Ditto	F. P. Wise	5 May -	65 - -	- - -	8 12 -	8 12 -
Ditto	J. Blane	19 May -	65 - -			
Ditto	H. Daniels	5 August -	65 - -	- - -	- 12 -	- 12 -
Ditto	S. Thompson	9 Dec. -	65 - -			
Ditto	J. Whitehead	9 March 1842	65 - -			
Ditto	B. Hodder	16 April -	65 - -			
Ditto	S. Fielden	19 April -	65 - -	- - -	1 - -	1 - -
Ditto	W. Walker	27 May -	65 - -	- - -	11 8 -	11 8 -
Ditto	F. Johnson	30 May -	65 - -			
Ditto	C. Crusha	11 July -	65 - -			
Ditto	Henry Felstead	1 August -	65 - -			
Ditto	J. Dawson	19 Sept. -	65 - -	- - -	8 17 -	8 17 -
Ditto	W. Gill	19 Sept. -	65 - -			
Ditto	W. Bowman	3 Nov. -	65 - -	- - -	14 12 -	14 12 -
Ditto	James Lloyd	31 March 1843	65 - -			
Ditto	J. Geddes	21 April -	65 - -			
Ditto	J. H. Pattenden	20 June -	65 - -	- - -	1 2 -	1 2 -
Ditto	G. H. Guenigault	7 July -	65 - -			
Ditto	W. W. Greenif	28 August -	65 - -			
Ditto	G. Pendred	6 Nov. -	65 - -			
Ditto	B. Woollard	10 Nov. -	65 - -			
Ditto	W. Forster	16 Nov. -	65 - -			
Ditto	J. S. Scouler	22 Nov. -	65 - -			
Ditto	T. Pape	7 May 1844	65 - -			
Ditto	W. H. Walker	10 August -	65 - -	- - -	1 7 -	1 7 -
Ditto	J. Johnson	10 August -	65 - -			
Ditto	T. Thorne	30 May 1845	65 - -			
Ditto	James Williams	10 July -	65 - -			
Ditto	R. Cowthard	25 August -	65 - -			
Ditto	W. Eades	25 Oct. -	65 - -			
Ditto	C. Parodi	4 Nov. -	65 - -	- - -	3 10 -	3 10 -
Ditto	J. Dilleany	10 Nov. -	65 - -			
Ditto	T. Condon	13 Nov. -	65 - -			
Ditto	W. Russell	17 Nov. -	65 - -			
Ditto	G. Russell	24 Nov. -	65 - -	- - -	1 11 -	1 11 -
Ditto	J. J. Fairbrass	24 Dec. -	65 - -			
Ditto	John Hill	3 March 1846	65 - -			
Ditto	F. Scarbrow	4 March -	65 - -			
Ditto	J. Hawking	9 March -	65 - -			
Ditto	H. Smith	13 March -	65 - -			
Ditto	J. H. Gooding	13 March -	65 - -			
Ditto	S. Baker	30 March -	65 - -			
Ditto	S. S. Lash	4 April -	65 - -			
Ditto	G. Edwards	4 April -	65 - -			
Ditto	H. Stanley	4 April -	65 - -			
Ditto	W. Almond	8 April -	65 - -			
Ditto	S. Mumford	14 April -	65 - -			
Ditto	J. Martin	23 April -	65 - -			
Ditto	W. Forsyth	14 May -	65 - -			
Ditto	A. Eliot	15 May -	65 - -			
Ditto	J. Morgan	18 May -	65 - -			
Ditto	T. C. Buckingham	12 May -	65 - -			
Ditto	J. Henwood	12 June -	65 - -	- - -	- 17 -	- 17 -
Ditto	T. Reynolds	12 June -	65 - -			
Ditto	W. Lemon	12 June -	65 - -			
Ditto	T. Williams	13 June -	65 - -			
Ditto	J. Evers	13 June -	65 - -	- - -	3 8 -	3 8 -
Ditto	H. Pitt	13 June -	65 - -			
Ditto	E. East	15 June -	65 - -			
Ditto	T. Curteys	16 June -	65 - -			
Ditto	M. Pope	20 June -	65 - -	- - -	14 12 -	14 12 -

NAMES of the present Officers in the Inland Department, *London*—continued.

—	Name of Officer.	Date of Appointment.	Present Salary.	EMOLUMENTS.					
				Compensation.	Extra Duty : Foreign Mails.		—		
			£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.
Letter-carrier	S. Howard	22 June 1846	65 - -						
Ditto	J. Woof	22 June -	65 - -						
Ditto	R. G. Cox	23 June -	59 16 -						
Ditto	N. Haley	29 June -	59 16 -						
Ditto	J. Lakey	3 July -	59 16 -						
Ditto	J. Bradbury	18 August -	59 16 -						
Ditto	J. Swain	22 August -	59 16 -						
Ditto	D. Brown	26 August -	59 16 -	- - -	- 17 -		- 17 -		
Ditto	J. Pannell	7 Sept. -	59 16 -						
Ditto	G. W. Taylor	10 Sept. -	59 16 -						
Ditto	J. Chadnor	22 Sept. -	59 16 -						
Ditto	H. Furneaux	28 Sept. -	59 16 -	- - -	1 8 -		1 8 -		
Ditto	W. R. Topley	14 Nov. -	59 16 -	- - -	4 9 -		4 9 -		
Ditto	W. Jew	21 Jan. 1847	59 16 -						
Ditto	J. T. Browne	29 March -	59 16 -						
Ditto	J. Wise	29 March -	59 16 -						
Ditto	J. Perry	6 April -	59 16 -						
Ditto	J. Barlow	24 April -	59 16 -						
Ditto	W. F. James	26 April -	59 16 -						
Ditto	E. Restall	7 June -	59 16 -						
Ditto	H. A. Welch	14 June -	59 16 -						
Ditto	R. Meggs	10 July -	59 16 -						
Ditto	A. Reed	26 July -	59 16 -						
Ditto	P. Bohan	5 August -	59 16 -						
Ditto	P. Cavanagh	4 Oct. -	59 16 -						
Ditto	J. Martin, sen.	4 Oct. -	59 16 -						
Ditto	J. Wiles	5 Oct. -	59 16 -						
Ditto	T. Mara	4 Oct. -	59 16 -						
Ditto	C. Rovidino	20 Nov. -	59 16 -						
Ditto	J. Chipchase	2 Dec. -	59 16 -						
Ditto	H. Ash	3 Dec. -	59 16 -						
Ditto	T. Verdon, sen.	17 Dec. -	59 16 -						
Ditto	R. Gouger	29 Jan. 1848	59 16 -						
Ditto	D. Healy	1 Feb. -	59 16 -						
Ditto	W. White	1 Feb. -	59 16 -						
Ditto	J. Ridge	2 Feb. -	59 16 -						
Ditto	C. Robarts	3 Feb. -	59 16 -						
Ditto	W. Turkington	16 Feb. -	59 16 -						
Ditto	G. Liddle	24 Feb. -	59 16 -						
Ditto	J. Carroll	28 April -	59 16 -						
Ditto	J. Hunter	24 May -	59 16 -						
Ditto	T. Trump	18 July -	59 16 -						
Ditto	J. Burke	18 July -	59 16 -						
Ditto	J. Miles	11 August -	59 16 -						
Ditto	F. H. Dell	11 August -	59 16 -						
Ditto	J. Garvey	11 August -	59 16 -						
Ditto	J. Cheshire	2 Sept. -	59 16 -						
Ditto	T. King	21 Nov. -	59 16 -						
Ditto	J. T. Morris	29 Nov. -	59 16 -						
Ditto	E. J. Gordon	27 Nov. -	59 16 -						
Ditto	R. Robinson	1 Dec. -	59 16 -						
Ditto	A. Taaffe	13 Dec. 1845	59 16 -						
Ditto	H. Clark	18 Dec. 1848	59 16 -						
Ditto	T. Verdon, jun.	5 Jan. 1849	59 16 -						
Ditto	T. Brennan	6 Feb. -	59 16 -						
Ditto	J. M. Wood	11 Feb. -	59 16 -						
Ditto	P. Whelan	17 March -	59 16 -						
Ditto	F. Deacon	22 March -	59 16 -						
Ditto	J. M'Dermott	23 April -	59 16 -						
Ditto	W. Abbott	27 April -	59 16 -						
Ditto	C. Vickers	9 May -	59 16 -						
Ditto	D. Keating	17 May -	59 16 -						
Ditto	J. Pitt	17 May -	59 16 -						
Ditto	P. Dempsey	4 June -	59 16 -						
Ditto	H. J. Taverner	5 June -	59 16 -						
Ditto	C. Bliss	15 June -	59 16 -						
Ditto	H. B. Houlahan	18 July -	59 16 -						
Ditto	J. Whitford	13 Oct. -	59 16 -						
Ditto	T. M'Dougall	15 Oct. -	59 16 -						

Names of the present Officers in the Inland Department, *London*—continued.

	Name of Officer.	Date of Appointment.	Present Salary.	EMOLUMENTS.		
				Compensation.	Extra Duty: Foreign Mails.	
			£. s. d.	£. s. d.	£. s. d.	£. s. d.
Letter-carrier -	R. Lambert -	2 Nov. 1849	59 16 -			
Ditto -	M. O'Malley -	9 Nov. -	59 16 -			
Ditto -	P. Southgate -	22 Nov. -	59 16 -			
Ditto -	R. Herring -	1 Dec. -	59 16 -			
Ditto -	J. Kaveney -	1 Dec. -	59 16 -			
Ditto -	E. Rowland -	13 Dec. -	59 16 -			
Ditto -	E. Kavanagh -	13 Dec. -	59 16 -			
Ditto -	F. Dowell -	24 Jan. 1850	59 16 -			
Ditto -	H. Hoskins -	24 Jan. -	59 16 -			
Ditto -	J. Keely -	30 Jan. -	59 16 -			
Ditto -	P. Airey -	28 Feb. -	59 16 -			
Ditto -	J. Robinson -	20 March -	59 16 -			
Ditto -	J. Plunkett -	13 March -	59 16 -			
Ditto -	J. Walters -	25 March -	59 16 -			
Ditto -	M. Bourke -	1 April -	59 16 -			
Ditto -	J. Ryan -	1 June -	59 16 -			
Ditto -	J. Martin -	5 June -	59 16 -			
Ditto -	P. Staunton -	15 June -	59 16 -			
Ditto -	J. Callanan -	1 August -	59 16 -			
Ditto -	W. Jones -	2 August -	59 16 -			
Ditto -	C. Daniel -	2 August -	59 16 -			
Ditto -	J. J. Spring -	2 August -	59 16 -			
Ditto -	H. King -	2 August -	59 16 -			
Ditto -	W. Pusey -	4 Sept. -	59 16 -			
Ditto -	H. F. Hone -	7 Sept. -	59 16 -			
Ditto -	W. Peperell -	24 Sept. -	59 16 -			
Ditto -	W. Norton -	26 Sept. -	59 16 -			
Ditto -	W. Melrose -	31 Oct. -	59 16 -			
Ditto -	P. Callanan -	9 Nov. -	59 16 -			
Ditto -	M. Saunders -	13 Dec. -	59 16 -			
Ditto -	J. Wyles -	16 Dec. -	59 16 -			
Ditto -	P. Boland -	17 Dec. -	59 16 -			
Ditto -	R. J. Staggs -	20 Dec. -	59 16 -			
Ditto -	J. Whelan -	6 Jan. 1851	59 16 -			
Ditto -	A. Carter -	22 Jan. -	59 16 -			
Ditto -	H. Fisher -	31 Jan. -	59 16 -			
Ditto -	W. B. Cahill -	24 March -	59 16 -			
Ditto -	M. Fahy -	22 April -	59 16 -			
Ditto -	P. Whyte -	30 April -	59 16 -			
Ditto -	M. Donahoe -	30 April -	59 16 -			
Ditto -	P. Haire -	13 May -	59 16 -			
Ditto -	C. Trevatt -	13 May -	59 16 -			
Ditto -	J. M'Donnelli -	2 June -	59 16 -			
Ditto -	G. Robards -	15 June -	59 16 -			
Ditto -	H. Fordham -	1 August -	59 16 -			
Ditto -	A. Martin -	1 August -	59 16 -			
Ditto -	D. Cooper -	15 August -	59 16 -			
Ditto -	J. Campbell -	15 August -	59 16 -			
Ditto -	J. Sutton -	1 Sept. -	59 16 -			
Ditto -	W. Judd -	25 Sept. -	59 16 -			
Ditto -	J. May -	1 Oct. -	59 16 -			
Ditto -	W. Burke -	3 Dec. -	59 16 -			
Ditto -	F. Springett -	29 Dec. -	59 16 -			
Ditto -	W. Barns -	29 Jan. 1852	59 16 -			
Ditto -	J. Pearson -	9 Feb. -	59 16 -			
Ditto -	H. Barttelot -	10 Feb. -	59 16 -			
Ditto -	P. Houlahan -	27 Feb. -	59 16 -			
Ditto -	W. Cotton -	26 Feb. -	59 16 -			
Ditto -	C. Oswald -	28 April -	59 16 -			
Ditto -	C. F. Filmer -	4 May -	59 16 -			
Ditto -	W. Eldridge -	11 May -	59 16 -			
Ditto -	C. Greathead -	20 May -	59 16 -			
Ditto -	One vacancy.					
River letter-carrier and assistant.	S. Evans -		104 - -			
	301 Letter-carriers.					

N. B.—The compensations are in lieu of abolished fees.
The Letter-carriers also receive Christmas gratuities from the public.

(signed) *W. Bokenham.*
F. Kelly.

(continued)

NAMES of the present Officers in the Inland Department, *London*—continued.

	Name of Officer.	Date of Appointment.	Present Salary.			EMOLUMENTS.			
			£.	s.	d.		£.	s.	d.
Senior messenger -	Davies, William -	17 April 1818	120	-	-	{ Extra duty - - -	-	2	6
						{ Christmas boxes - - -	-	12	6
Ditto - -	Benham, William -	27 April 1828	120	-	-	{ Extra duty - - -	8	6	7
						{ Christmas boxes - - -	-	12	6
Board-room messenger.	Francis, John Harris -	8 Feb. 1809	110	-	-	{ Allowances - - -	21	-	-
						{ Sale of waste paper - - -	8	-	-
Messenger - -	Warnford, Edward -	10 Oct. 1825	100	-	-	{ Extra duty - - -	19	5	-
						{ Sale of waste paper - - -	4	10	-
Ditto - -	Tapp, George - -	14 Sept. 1826	100	-	-	{ Allowances - - -	40	-	-
						{ Extra duty - - -	19	16	-
Ditto - -	Long, William - -	8 Oct. 1828	100	-	-	{ Extra duty - - -	19	14	-
						{ Christmas boxes - - -	-	12	6
Ditto - -	Pettit, Samuel - -	17 Feb. 1829	90	-	-	{ Allowances - - -	10	-	-
						{ Extra duty - - -	19	19	6
						{ Christmas boxes - - -	-	12	6
Ditto - -	Dell, John - -	8 Mar. 1831	90	-	-	Extra duty - - -	20	12	-
Ditto - -	Wyles, Daniel - -	8 Mar. -	90	-	-	- ditto - - -	19	8	6
Ditto - -	Bird, William - -	2 April -	90	-	-	Christmas boxes - - -	50	-	-
Ditto - -	Bain, Donald - -	9 April 1832	90	-	-	Extra duty - - -	13	8	6
Ditto - -	Craddock, Richard -	4 June -	90	-	-	- ditto - - -	19	15	-
Ditto - -	Bullbeck, Charles -	12 Jan. 1833	90	-	-	- ditto - - -	20	4	6
Ditto - -	Bailey, John - -	3 Mar. 1834	90	-	-	- ditto - - -	32	6	6
Ditto - -	Frampton, William -	5 Mar. -	90	-	-	{ Allowances - - -	20	-	-
						{ Extra duty - - -	19	7	-
Ditto - -	Dexter, Martin - -	7 Mar. -	90	-	-	Extra duty - - -	19	16	-
Ditto - -	Forbes, John - -	10 Dec. -	80	-	-	- ditto - - -	14	-	-
Ditto - -	Gordon, William - -	31 May 1836	80	-	-	- ditto - - -	20	4	6
Ditto - -	Childs, John - -	15 Oct. 1838	80	-	-	- ditto - - -	20	13	6
Ditto - -	Wood, Henry - -	24 Sept. -	80	-	-	- ditto - - -	20	16	-
Ditto - -	Riminton, Frederick -	15 Oct. 1839	80	-	-	- ditto - - -	30	11	6
Ditto - -	Rudkin, John - -	13 May 1836	80	-	-	- ditto - - -	4	4	6
Ditto - -	Hunt, William - -	30 Dec. -	80	-	-	- ditto - - -	10	-	-
Ditto - -	Fisher, Thomas - -	22 Sept. 1837	80	-	-	{ Allowances - - -	20	-	-
						{ Extra duty - - -	20	13	-
Ditto - -	Cook, Isaac - -	13 Aug. 1838	80	-	-	Extra duty - - -	18	9	6
Ditto - -	Kendall, Henry - -	12 Dec. -	80	-	-	- ditto - - -	18	19	6
Ditto - -	Davy, John - -	17 May 1839	70	-	-	- ditto - - -	12	9	-
Ditto - -	Bunn, William - -	24 May -	70	-	-	- ditto - - -	10	10	6
Ditto - -	Hollebone, Henry -	4 Sept. -	70	-	-	- ditto - - -	21	3	6
Ditto - -	Beckett, John - -	11 Sept. -	70	-	-	- ditto - - -	16	15	-
Ditto - -	Ball, Joshua - -	19 Nov. -	70	-	-	{ Allowances - - -	20	-	-
						{ Extra duty - - -	20	12	-
Ditto - -	Barnes, William -	18 June 1831	70	-	-	Extra duty - - -	18	12	6
Ditto - -	Axam, Henry - -	6 Jan. 1840	70	-	-	- ditto - - -	19	9	-
Ditto - -	Dassett, John - -	8 Feb. 1836	70	-	-	- ditto - - -	7	12	6
Ditto - -	Small, Thomas - -	16 Aug. -	70	-	-	- ditto - - -	18	4	6
Ditto - -	Fitzgerald, Edward -	30 Oct. 1837	70	-	-	- ditto - - -	9	7	6
Ditto - -	Smith, James - -	6 April 1840	65	-	-	- ditto - - -	28	5	-
Ditto - -	Andrews, Samuel -	7 Mar. 1841	65	-	-	- ditto - - -	14	4	-
Ditto - -	Emsley, Edward -	19 April -	65	-	-	- ditto - - -	20	6	6
Ditto - -	Hammond, Charles -	19 April -	65	-	-	- ditto - - -	19	16	6
Ditto - -	Airth, David - -	13 Dec. -	65	-	-	- ditto - - -	33	18	-
Ditto - -	Sheppard, Joseph Pook	12 June 1843	65	-	-	- ditto - - -	10	2	6
Ditto - -	Mossop, Clement -	20 June 1842	65	-	-	- ditto - - -	10	7	6
Ditto - -	Sawyer, George - -	19 Jan. 1844	65	-	-	- ditto - - -	9	17	6
Ditto - -	Dobson, Joseph - -	26 April 1845	65	-	-	- ditto - - -	10	2	6
Ditto - -	Sheridan, Thomas -	9 May -	65	-	-	- ditto - - -	-	-	-
Ditto - -	Strong, William - -	19 May -	65	-	-	- ditto - - -	10	5	-
Ditto - -	Handford, George -	19 May -	65	-	-	- ditto - - -	9	15	-
Ditto - -	Pape, Isaac - -	26 May -	65	-	-	- ditto - - -	9	17	6
Ditto - -	Stubbs, John - -	18 Aug. -	65	-	-	- ditto - - -	20	12	6
Ditto - -	Hyland, George Adolphus.	18 Aug. -	65	-	-	- ditto - - -	32	9	-
Ditto - -	Murray, William -	18 Aug. -	65	-	-	- ditto - - -	22	11	6
Ditto - -	Johnson, Joseph -	19 Aug. -	65	-	-	- ditto - - -	24	10	6
Ditto - -	Turner, Joseph - -	20 Aug. -	65	-	-	- ditto - - -	8	5	-
Ditto - -	Course, William -	25 Aug. -	65	-	-	- ditto - - -	10	7	6
Ditto - -	Moss, James - -	26 Aug. -	65	-	-	- ditto - - -	8	1	6

NAMES of the present Officers in the Inland Department, *London*—continued.

		Name of Officer.	Date of Appointment.	Present Salary.			EMOLUMENTS.						
				£.	s.	d.							
Messenger	-	Jones, Robert	20 Sept. 1845	65	-	-	Extra duty	-	-	-	9	15	-
Ditto	-	Deacon, James	2 Oct. -	65	-	-	- ditto	-	-	-	20	2	6
Ditto	-	Partington, Thomas	4 Oct. -	65	-	-	- ditto	-	-	-	16	13	-
Ditto	-	Casson, William	4 Oct. -	65	-	-	- ditto	-	-	-	16	11	-
Ditto	-	Atkinson, James	24 Nov. -	65	-	-	- ditto	-	-	-	3	10	-
Ditto	-	Bignell, William	1 Dec. -	65	-	-	- ditto	-	-	-	14	5	-
Ditto	-	Slee, Solomon Proctor	4 Dec. -	65	-	-	- ditto	-	-	-	3	7	6
Ditto	-	Auckland, Edward	5 Jan. 1846	65	-	-	- ditto	-	-	-	13	14	6
Ditto	-	Hallett, Robert	5 Jan. -	65	-	-	- ditto	-	-	-	6	14	-
Ditto	-	Clarke, William	19 Jan. -	65	-	-	- ditto	-	-	-	4	7	6
Ditto	-	Rogers, Richard	3 August -	65	-	-	- ditto	-	-	-	18	9	-
Ditto	-	Sandercock, John	9 Mar. 1847	65	-	-	- ditto	-	-	-	-	14	6
Ditto	-	Walsh, John	15 Mar. -	65	-	-	- ditto	-	-	-	2	7	6
Ditto	-	Nolun, Joseph	22 Mar. -	65	-	-	- ditto	-	-	-	7	-	6
Ditto	-	Freeman, Thomas James	25 Mar. -	65	-	-	- ditto	-	-	-	16	2	6
Ditto	-	Hogan, John	12 July -	65	-	-	- ditto	-	-	-	15	7	-
Ditto	-	Cowan, William Henry	26 July -	65	-	-	- ditto	-	-	-	18	17	6
Ditto	-	Frith, Philip	25 Oct. -	65	-	-	- ditto	-	-	-	2	10	6
Ditto	-	Clarke, Thomas	6 Dec. -	65	-	-	- ditto	-	-	-	17	13	6
Ditto	-	O'Shaughnessy, Thomas	20 Mar. 1848	65	-	-	- ditto	-	-	-	1	7	6
Ditto	-	Twoley, Michael	31 July -	65	-	-	- ditto	-	-	-	6	19	-
Ditto	-	Dainton, George Wm.	1 Jan. 1849	65	-	-	- ditto	-	-	-	2	12	-
Ditto	-	Ward, Joseph	11 May -	65	-	-	- ditto	-	-	-	1	3	-
Ditto	-	Konnolly, Bernard	16 Oct. -	65	-	-	- ditto	-	-	-	4	14	6
Ditto	-	Killeen, Andrew	29 Oct. -	65	-	-	- ditto	-	-	-	3	11	-
Ditto	-	Borrian, George	5 Dec. -	65	-	-	- ditto	-	-	-	-	10	-
Ditto	-	Page, Edward	21 Jan. 1850	65	-	-	- ditto	-	-	-	12	7	6
Ditto	-	Kenny, Michael	4 Nov. -	65	-	-	- ditto	-	-	-	6	19	6
Ditto	-	Walker, Henry	7 Feb. 1851	65	-	-	- ditto	-	-	-	6	5	-
Ditto	-	Simpson, Josiah	7 April -	65	-	-	- ditto	-	-	-	-	7	6
Ditto	-	Coone, Daniel	8 May -	65	-	-	- ditto	-	-	-	5	18	-
Ditto	-	Brewer, Joseph	12 May -	65	-	-	- ditto	-	-	-	5	2	-
Ditto	-	Gugerty, Matthew	12 May -	65	-	-	- ditto	-	-	-	5	13	-
Ditto	-	Owen, John	16 June -	65	-	-	- ditto	-	-	-	5	5	6
Ditto	-	Browne, Peter	28 June -	65	-	-	- ditto	-	-	-	3	8	6
Ditto	-	Broderick, Lawrence	28 July -	65	-	-	- ditto	-	-	-	1	9	-
Ditto	-	Page, Joseph	11 August -	65	-	-	- ditto	-	-	-	1	4	6
Ditto	-	Messa, James	25 August -	65	-	-	- ditto	-	-	-	2	4	6
Ditto	-	Simmons, Peter	20 Oct. -	65	-	-	- ditto	-	-	-	1	4	6
Ditto	-	Wall, Michael	27 Jan. 1852	65	-	-	- ditto	-	-	-	-	-	-
Ditto	-	Killeen, Denis	6 Feb. -	65	-	-	- ditto	-	-	-	-	5	6
Ditto	-	Diddell, Wm. Golding	1 June -	65	-	-	- ditto	-	-	-	-	-	-
Ditto	-	Strickland, Benjamin	1 June -	65	-	-	- ditto	-	-	-	-	-	-

(signed) *W. Bokenham.*

NUMBER of OFFICERS who have been added to the INLAND OFFICE, *London*, since 1830.

OFFICERS.										NUMBER.
Clerks	—	—	—	—	—	—	—	—	—	102
Assistant-inspectors of letter-carriers	—	—	—	—	—	—	—	—	—	6
Letter-carriers	—	—	—	—	—	—	—	—	—	60
Sub-sorters	—	—	—	—	—	—	—	—	—	117
Messengers	—	—	—	—	—	—	—	—	—	71
TOTAL										356

EDINBURGH.

SCALES of SALARIES established from time to time in the INLAND DEPARTMENT, *Edinburgh*, since 1830, and Dates of respective Alterations.

6 APRIL 1831.	20 APRIL 1839.	28 AUGUST 1845.	4 MAY 1847.
<p>* President - - - £. 50</p> <p>* First vice-president - 30</p> <p>* Second ditto - - 20</p> <p>Principal Clerks :</p> <p>2 Principal clerks - 300</p> <p>First Class :</p> <p>5 Senior Clerks :</p> <p>Under 15 years - 160</p> <p>15 to 20 „ - 190</p> <p>Above 20 „ - 230</p> <p>Second Class :</p> <p>7 Clerks :</p> <p>Under 10 years - 120</p> <p>10 to 15 „ - 140</p> <p>15 to 20 „ - 180</p> <p>Above 20 „ - 200</p> <p>Third Class :</p> <p>7 Clerks :</p> <p>Under 5 years - 70</p> <p>5 to 10 „ - 80</p> <p>10 to 15 „ - 100</p> <p>Above 15 „ - 180</p> <p>Junior Class :</p> <p>2 Junior clerks, each - 60</p> <p>1 Inspector of Letter-Carriers :</p> <p>Under 10 years - 100</p> <p>10 to 15 „ - 120</p> <p>Above 15 „ - 150</p>	<p>President, &c. :</p> <p>No alteration.</p> <p>Principal Clerks :</p> <p>No alteration.</p> <p>First Class :</p> <p>No alteration.</p> <p>Second Class :</p> <p>No alteration.</p> <p>Third Class :</p> <p>No alteration.</p> <p>Junior Class :</p> <p>No alteration.</p> <p>Inspector of Letter-Carriers :</p> <p>No alteration.</p> <p>Assistant Inspector of Letter-Carriers :</p> <p>£.</p> <p>Under 10 years - 90</p> <p>10 to 15 „ - 100</p> <p>Above 15 „ - 120</p>	<p>President, &c. :</p> <p>No alteration.</p> <p>Principal Clerks :</p> <p>No alteration.</p> <p>First Class :</p> <p>No alteration.</p> <p>Second Class :</p> <p>No alteration.</p> <p>Third Class :</p> <p>8 Clerks : £.</p> <p>Under 5 years - 80</p> <p>5 to 10 „ - 90</p> <p>10 to 15 „ - 100</p> <p>Above 15 „ - 130</p> <p>Junior Class :</p> <p>10 Clerks :</p> <p>Under 3 years - 70</p> <p>3 to 10 „ - 80</p> <p>10 to 15 „ - 90</p> <p>Above 15 „ - 100</p> <p>Inspector of Letter-Carriers :</p> <p>No alteration.</p> <p>Assistant Inspector of Letter-Carriers :</p> <p>No alteration.</p>	<p>Presidents :</p> <p>No alteration.</p> <p>Principal Clerks :</p> <p>No alteration.</p> <p>First Class :</p> <p>No alteration.</p> <p>Second Class :</p> <p>No alteration.</p> <p>Third Class :</p> <p>No alteration.</p> <p>Junior Class :</p> <p>No alteration.</p> <p>Inspector of Letter-Carriers :</p> <p>No alteration.</p> <p>Assistant Inspector of Letter-Carriers :</p> <p>No alteration.</p> <p>Assistant Bagman :</p> <p>Wages reduced from 54<i>l.</i> 12<i>s.</i> to 41<i>l.</i> 12<i>s.</i></p>

* These officers are selected from the body of the office.

NAMES of present OFFICERS in the INLAND DEPARTMENT, *Edinburgh*, the Dates of their Appointments, and their present Salaries and Emoluments.

—	Name of Officer.	Date of Appointment.	Present Salary.		EMOLUMENTS.	
			£.	s. d.	£.	s. d.
President - -	Joseph Moule - -	12 July 1812	350	- -	Compensation for loss of profits on sale of newspapers. - - - Compensation for loss of Emolument as president, Money-order Office - -	109 - - 30 - -
Principal clerk - -	George Bruce - -	5 Oct. 1819	300	- -	Extra duty - - -	- 14 3
Vice-president - -	Alexander Somerville - -	24 July 1822	260	- -		
Clerk - - -	James Weir - -	12 July -	280	- -	- ditto - - -	- 7 5
Vice-president - -	Robert Greig - -	23 Aug. 1823	250	- -		
Clerk - - -	Archibald Douglas - -	24 July 1822	300	- -		
Ditto - - -	John Shearer - -	5 Dec. 1827	250	- -		
Ditto - - -	George Thomson - -	26 April 1824	200	- -		
Vice-president - -	Thomas Young - -	6 Oct. 1830	220	- -		
Clerk - - -	William Kerr - -	14 Nov. -	200	- -	- ditto - - -	- 9 -
Ditto - - -	Francis Jones - -	6 Oct. 1835	200	- -	{ Profits on sale of postage stamps - - - }	11 4 6
Ditto - - -	James Murray - -	10 Aug. 1836	180	- -	{ Extra duty - - - Profits on taking charge of country offices - - }	- 4 6 18 - -
Ditto - - -	William Smellie - -	25 April 1839	140	- -	{ Extra duty - - - Profits on taking charge of country offices - - }	- 2 - 31 6 -
Ditto - - -	George Traquair - -	22 April -	140	- -		
Ditto - - -	George Hailing - -	27 April -	155	- -	{ Profits on sale of postage stamps - - - }	11 4 6
Ditto - - -	George Smith - -	9 Oct. 1840	100	- -		
Ditto - - -	James Wyllie - -	12 Dec. -	100	- -		
Ditto - - -	Ebenezer Walters - -	20 Jan. 1841	100	- -	Extra duty - - -	- 4 -
Ditto - - -	Joseph Atkinson - -	18 May 1843	90	- -	- ditto - - -	1 4 9
Ditto - - -	Dugald M'Lean - -	20 Jan. 1845	90	- -		
Ditto - - -	Forbes Craigie - -	28 May -	90	- -	- ditto - - -	- 10 -
Ditto - - -	Thomas Lowes - -	29 July -	90	- -	- ditto - - -	- 4 6
Ditto - - -	James Hodgson - -	4 Dec. -	90	- -	- ditto - - -	- 8 4
Ditto - - -	Thomas Harkness - -	29 Dec. -	90	- -		
Ditto - - -	John Gentle - -	6 July 1846	80	- -	- ditto - - -	- 7 -
Ditto - - -	George Craigie - -	3 July -	80	- -	- ditto - - -	- 3 6
Ditto - - -	George Davidson - -	4 July -	80	- -	- ditto - - -	- 4 8
Ditto - - -	James Tait - -	4 Nov. -	80	- -	{ Extra duty - - - Profits on taking charge of country offices - - }	- 5 6 19 - -
Ditto - - -	William Campbell - -	4 Nov. -	80	- -	Extra duty - - -	- 18 7
Ditto - - -	William Baird - -	5 Nov. -	80	- -	- ditto - - -	- 10 11½
Ditto - - -	John Priest - -	28 April 1847	80	- -	- ditto - - -	- 5 -
Ditto - - -	John Simson - -	20 May -	80	- -	- ditto - - -	1 10 6
Ditto - - -	John Gibson - -	7 June -	80	- -	- ditto - - -	- 6 -
Ditto - - -	James Scott - -	12 July -	80	- -	- ditto - - -	- 4 9
Ditto - - -	William Stevenson - -	20 July -	80	- -		
Ditto - - -	John M'Donald - -	9 Aug. -	80	- -	- ditto - - -	- 3 3
Ditto - - -	Richard Forrest - -	12 Feb. 1848	70	- -	- ditto - - -	- 14 3
Ditto - - -	John Robertson - -	17 Oct. 1851	70	- -		
Ditto - - -	William Fraser - -	28 Feb. 1852	70	- -		
Inspector of letter-carriers.	Thomas Barker - -	19 Dec. 1850	100	- -	- - The inspector receives 50l. per annum from the profits of the Edinburgh Directory, for his services as editor of that publication.	
Assistant ditto -	Robert Hislop - -	9 Jan. 1851	90	- -		

NAMES of the present Officers in the Inland Department, *Edinburgh*—continued.

	Name of Officer.	Date of Appointment.	Present Salary.	EMOLUMENTS.
			£. s. d.	
Letter-carrier	Robert Kemp	20 April 1822	50 14 -	The 24 senior letter-carriers divide the net profits of the publication called the "Edinburgh Directory," at present averaging about 12 <i>l.</i> each per annum.
Ditto	John Sinclair	29 April -	50 14 -	
Ditto	William Dagleish	20 Jan. 1826	50 14 -	
Ditto	William Thomson	17 April 1828	50 14 -	The other letter-carriers receive payment out of the above fund for collecting names, according to their services.
Ditto	Thomas Campbell	20 June -	50 14 -	
Ditto	James Dundas	11 Oct. 1829	50 14 -	
Ditto	Alexander M'Donald	23 Oct. 1827	50 14 -	The whole body of letter-carriers also derive emoluments from New-year's gifts, the amount of which fluctuates according to the district and circumstances.
Ditto	George Brolochard	15 Jan. 1830	48 2 -	
Ditto	Peter Forsyth	25 April 1838	48 2 -	
Ditto	James Lindsay	8 Mar. 1830	48 2 -	
Ditto	James Mutner	30 May 1838	48 2 -	
Ditto	George White	10 June 1833	48 2 -	
Ditto	James Newton	8 July -	48 2 -	
Ditto	Peter Burley	28 Oct. 1834	48 2 -	
Ditto	David Sommerville	1 Sept. 1837	45 10 -	
Ditto	William Martin	3 Mar. 1838	45 10 -	
Ditto	John Lees	30 May -	45 10 -	
Ditto	George Stewart	26 June -	45 10 -	
Ditto	James Lawson	9 Nov. -	45 10 -	
Ditto	Andrew Simson	9 Jan. 1839	45 10 -	
Ditto	Robert Thomson	9 Jan. -	45 10 -	
Ditto	David Hogg	10 April -	45 10 -	
Ditto	George Leighton	1 June -	45 10 -	
Ditto	John Conochie	1 Oct. -	45 10 -	
Ditto	Peter Stewart	16 Jan. 1840	45 10 -	
Ditto	James Vannan	24 Feb. -	45 10 -	
Ditto	Alexander Morris	24 Feb. -	45 10 -	
Ditto	Thomas Kidd	26 Dec. -	45 10 -	
Ditto	Archibald M'Intosh	21 Nov. -	45 10 -	
Ditto	David Ore	27 Jan. 1842	45 10 -	
Ditto	William Tennant	31 Mar. -	45 10 -	
Ditto	Donald Sutherland	14 April -	45 10 -	
Ditto	John Frier	17 April 1843	45 10 -	
Ditto	George Mitchell	28 Dec. -	45 10 -	
Ditto	Robert Nisbet	8 Aug. 1844	45 10 -	
Ditto	Adam Tennant	12 Oct. -	45 10 -	
Ditto	Alexander Stewart	24 Dec. -	45 10 -	
Ditto	Thomas Paterson	29 May 1845	45 10 -	
Ditto	Felix Rice	23 May -	45 10 -	
Ditto	John Henderson	1 July -	45 10 -	
Ditto	Daniel Matthewson	22 July -	45 10 -	
Ditto	David Duncan	4 Aug. -	45 10 -	
Ditto	William Robertson	13 Jan. 1846	45 10 -	
Ditto	Thomas Hogg	14 Jan. -	45 10 -	
Ditto	Alexander Ramage	27 April -	45 10 -	
Ditto	Hugh Black	20 May -	45 10 -	
Ditto	James Mener	18 Dec. -	45 10 -	
Ditto	William Proudfoot	5 June 1847	45 10 -	
Ditto	William M'Gregor	14 June -	45 10 -	
Ditto	John Murray	26 July -	45 10 -	
Ditto	Robert Hunter	8 Oct. -	45 10 -	
Ditto	William Pattison	27 Oct. -	45 10 -	
Ditto	John M'Lawn	16 Feb. 1848	45 10 -	
Ditto	Robert Dickson	10 Mar. -	45 10 -	
Ditto	Adam Turnbull	10 Mar. -	45 10 -	
Ditto	John Black	10 Mar. -	45 10 -	
Ditto	Thomas Grieve	3 April -	45 10 -	
Ditto	John Porteous	12 Jan. -	45 10 -	
Ditto	John Grieve	14 Oct. -	45 10 -	
Ditto	John Begbie	21 Dec. -	45 10 -	
Ditto	John Muir	12 Feb. 1849	45 10 -	
Ditto	Alexander Murilus	11 Aug. -	45 10 -	
Ditto	John M'Donald	14 Dec. -	45 10 -	
Ditto	Gilbert Bell	8 Oct. 1850	45 10 -	
Ditto	John Muir	17 Jan. 1851	45 10 -	
Ditto	Thomas Mackie	15 April -	45 10 -	
Ditto	Alexander Falconer	8 July 1850	45 10 -	
Ditto	John Mackie	14 Oct. 1851	45 10 -	
Ditto	William Stevenson	7 Feb. 1852	45 10 -	
Ditto	William Conochie	22 Mar. -	45 10 -	

NAMES of the present Officers in the Inland Department, *Edinburgh*—continued.

	Name of Officer.	Date of Appointment.	Present Salary.	EMOLUMENTS.
			£. s. d.	
Stamper - -	Alexander Crichton *	23 Jan. 1826	54 12 -	
Ditto - -	William Hamilton *	18 Nov. 1830	54 12 -	
Ditto - -	George White * - -	23 April 1839	54 12 -	
Ditto - -	James Sloan - -	16 Jan. 1840	54 12 -	
Ditto - -	Robert Hamilton -	25 Feb. -	54 12 -	
Ditto - -	James Allison - -	3 Dec. -	54 12 -	
Ditto - -	William Murray -	8 May 1841	54 12 -	
Ditto - -	John Gilchrist - -	5 Aug. -	54 12 -	
Ditto - -	Alexander Forbes -	23 April 1847	54 12 -	
Ditto - -	Thomas Thomson -	6 May -	54 12 -	
Ditto - -	James Manchline -	20 May -	54 12 -	
Ditto - -	James Maconochie -	4 June -	54 12 -	
Bagman - -	James Lawson - -	13 May 1824	54 12 -	
Ditto - -	Robert Moir - -	3 Nov. 1845	41 12 -	
Newspaper sorter -	William M'Kenzie -	21 April 1821	54 12 -	
Ditto - -	William Forbes - -	12 April 1851	54 12 -	
Lobby porter -	James Phillips - -	21 Sept. 1845	54 12 -	
Ditto - -	James Muir - -	26 Sept. 1850	54 12 -	
Ditto - -	John Neilson - -	5 April 1851	54 12 -	

* These stampers receive 18*l.* per annum for loss of fees on late letters.

NUMBER of OFFICERS who have been added to the INLAND OFFICE, *Edinburgh*, since 1830.

OFFICERS.	NUMBER.
Clerks - - - - -	24
Assistant inspector of letter-carriers - - - - -	1
Letter-carriers - - - - -	32
Stampers - - - - -	10
Messengers - - - - -	2
TOTAL - - -	69

DUBLIN.

SCALES of SALARIES established from time to time in the INLAND DEPARTMENT, *Dublin*, since 1830, and Dates of respective Alterations.

6 APRIL 1831.	11 JULY 1834.	MAY 1839.	8 JUNE 1841.
<p>* Presidents : The President and 3 Vice-presidents to be selected from the body of the office, with separate allowances, viz. :</p> <p style="text-align: right;">£.</p> <p>President - - - 80 2 Vice-presidents, each - 50 1 Vice-president - - 30</p> <p>First Class : 7 Clerks : Under 15 years - - 160 15 to 20 years - - 190 Above 20 years - - 230</p> <p>Second Class : 8 Clerks : Under 15 years - - 140 15 to 20 years - - 180 Above 20 years - - 200</p> <p>Third Class : 11 Clerks : Under 5 years - - 90 5 to 10 years - - 110 Above 10 years - - 130</p> <p>Fourth Class : 9 Clerks : Under 5 years - - 70 5 to 10 years - - 80 Above 10 years - - 100</p> <p>Inspector of Letter-Carriers : Under 10 years - - 100 10 to 15 years - - 120 Above 15 years - - 150</p> <p>1 Assistant Inspector of Letter-Carriers - - } 100</p> <p>Letter-Carriers : 25 at 16 s. 8 d. per week. 18 at 15 s. 9 d. " 21 at 14 s. 10 d. " 23 at 13 s. 11 d. " 16 at 12 s. 11 d. "</p>	<p>Presidents : Superintending President 300 President - - - 80 2 Seniors, each - - 300 2 Vice-presidents { 1 at - 50 1 at - 30</p> <p>First Class : No alteration.</p> <p>Second Class : No alteration.</p> <p>Third Class : No alteration.</p> <p>Fourth Class : No alteration.</p> <p>Inspector of Letter-Carriers : No alteration.</p> <p>- - - " - - -</p> <p>Letter-Carriers : 27 at 19 s. 6 d. per week. 29 at 18 s. 6 d. " 29 at 17 s. 6 d. " 20 at 17 s. "</p>	<p>Presidents : Superintending President 400 President - - - 80 2 Seniors, each - - 350 3 Vice-presidents { 2 at (each) 50 1 at - 30</p> <p>First Class : 5 Clerks : Under 15 years - - 200 15 to 20 years - - 250 Above 20 years - - 300</p> <p>Second Class : 2 Clerks : Under 15 years - - 160 15 to 20 years - - 190 Above 20 years - - 230</p> <p>Third Class : 8 Clerks : Under 15 years - - 140 15 to 20 years - - 180 Above 20 years - - 200</p> <p>Fourth Class : 11 Clerks : Under 5 years - - 90 5 to 10 years - - 110 Above 10 years - - 130</p> <p>Juniors : 11 Clerks : Under 5 years - - 70 5 to 10 years - - 80 Above 10 years - - 100</p> <p>Inspector of Letter-Carriers : No alteration.</p> <p>- - - " - - -</p> <p>Letter Carriers : No alteration.</p>	<p>Presidents : No alteration.</p> <p>First Class : No alteration.</p> <p>Second Class : No alteration.</p> <p>Third Class : No alteration.</p> <p>Fourth Class : No alteration.</p> <p>Juniors : No alteration.</p> <p>Inspector of Letter-Carriers : No alteration.</p> <p>- - - " - - -</p> <p>Letter-Carriers : 27 at 23 s. per week. 29 at 22 s. " 29 at 19 s. " 26 at 18 s. "</p>
<p>4 Stampers and Messengers, at 21 s. per week. 1 Bagman, at 21 s. per week.</p>	<p style="text-align: center;">5 SEPTEMBER 1831.</p> <p>1 Principal Stamper : Under 10 years 70 - - 10 to 20 years - 80 - - Above 20 years 100 - -</p> <p>6 Junior Stampers, &c. : Under 5 years 54 12 - 5 to 10 years - 65 - - 10 to 20 years 75 - - Above 20 years 85 - -</p> <p>1 Bagman, 21 s. per week.</p>		

* These officers are selected from the body of the office.

NAMES of the present OFFICERS in the INLAND DEPARTMENT, *Dublin*, the Dates of their Appointments, and their present Salaries and Emoluments.

	Names of present Officers.	Dates of Appointment.	Salary.			Emoluments.			
			£.	s.	d.	£.	s.	d.	
President - -	John Burrowes - -	6 Jan. 1810	480	-	-	287	-	-	Compensation as late clerk of the roads.
Vice-president -	Henry Clare - -	12 May 1800	400	-	-	253	-	-	Ditto - - - ditto, and extra duty.
Ditto - -	Edward Darley - -	6 Aug. 1805	380	-	-	113	-	-	Compensation as late clerk of the roads.
Ditto - -	John W. Gladstone -	30 April 1822	350	-	-	7	-	-	Extra duty.
Clerk - -	William Ashley - -	18 Feb. 1808	300	-	-	-	-	-	
Ditto - -	James Hamilton - -	6 July 1812	300	-	-	14	-	-	Extra duty, and profits on taking charge of country offices.
Ditto - -	George Wright - -	26 April 1815	300	-	-	23	-	-	Ditto - - - ditto.
Ditto - -	Isaac Usher - -	6 July -	300	-	-	11	-	-	Extra duty.
Ditto - -	George Davis - -	6 Jan. 1818	280	-	-	15	-	-	Ditto.
Ditto - -	Arthur Barker - -	11 Feb. 1819	280	-	-	100	-	-	Windowman. Fees on private boxes.
Ditto - -	William Heney - -	6 Feb. 1822	200	-	-	15	-	-	Extra duty.
Ditto - -	Charles Lambert - -	5 July 1827	200	-	-	100	-	-	Windowman. Fees on private boxes.
Ditto - -	William Mathewson -	6 April 1830	200	-	-	40	-	-	Ditto - - - ditto.
Ditto - -	Arthur Dobbs - -	20 Oct. -	200	-	-	40	-	-	Extra duty, and profits on taking charge of country offices.
Ditto - -	William C. Thompson	20 Oct. -	200	-	-	17	-	-	Ditto - - - ditto.
Ditto - -	Robert Isdell - -	21 July 1831	200	-	-	10	-	-	Extra duty.
Ditto - -	Charles Courtney -	24 Oct. 1833	180	-	-	18	-	-	Ditto.
Ditto - -	Charles Collins - -	6 July 1834	180	-	-	39	-	-	Extra duty, and profits on taking charge of country offices.
Ditto - -	Thomas Parsons - -	22 March 1837	130	-	-	8	-	-	Extra duty.
Ditto - -	John H. Beare - -	25 March -	130	-	-	17	-	-	Extra duty, and profits on taking charge of country offices.
Ditto - -	Peter Whitty - -	14 Aug. -	130	-	-	18	-	-	Extra duty.
Ditto - -	Richard Smith - -	31 July 1838	130	-	-	14	-	-	Ditto.
Ditto - -	Michael Bourke - -	6 Nov. -	130	-	-	15	-	-	Ditto.
Ditto - -	Christopher Martin -	18 June 1839	130	-	-	101	-	-	Extra duty, and profits on taking charge of country offices.
Ditto - -	William Franklin - -	8 June -	130	-	-	36	-	-	Ditto - - - ditto.
Ditto - -	Bryan O'Bierne - -	1 July -	130	-	-	20	-	-	Extra duty.
Ditto - -	John O'Dowd - -	12 July -	130	-	-	20	-	-	Extra duty, and profits on taking charge of country offices.
Ditto - -	Samuel H. Walker -	16 Dec. -	130	-	-	22	-	-	Ditto - - - ditto.
Ditto - -	Thomas Booth - -	6 March 1840	130	-	-	15	-	-	Extra duty.
Ditto - -	Matthew Young - -	6 July -	100	-	-	18	-	-	Ditto.
Ditto - -	Robert Wilson - -	21 Nov. -	100	-	-	38	-	-	Extra duty, and profits on taking charge of country offices.
Ditto - -	Rowland Evans - -	15 March 1843	80	-	-	18	-	-	Extra duty.
Ditto - -	George D. Thorpe - -	12 July 1844	80	-	-	18	-	-	Ditto.
Ditto - -	William Bowler - -	11 Oct. -	80	-	-	18	-	-	Ditto.
Ditto - -	James O'Donnell - -	24 - 1843	80	-	-	18	-	-	Ditto.
Ditto - -	George Molyneux - -	6 Dec. 1845	80	-	-	51	-	-	Extra duty, and profits on taking charge of country offices.

NAMES of the present Officers in the Inland Department, *Dublin*—continued.

	Names of Present Officers.	Dates of Appointment.	Salary.	Emoluments.	
			£. s. d.	£. s. d.	
Clerk - -	Joseph Holmes - -	20 June 1846	80 - -	26 - -	Extra duty, and profits on taking charge of country offices.
Ditto - -	Thomas Christian - -	29 June -	80 - -	18 - -	Extra duty.
Ditto - -	Christopher Fitzpatrick	17 May 1847	70 - -	81 - -	Extra duty, and profits on taking charge of country offices.
Ditto - -	Robert G. Erson - -	29 June 1846	80 - -	30 - -	Ditto - - - ditto.
Ditto - -	John C. White - -	20 Jan. 1848	70 - -	39 - -	Ditto - - - ditto.
Ditto - -	William Kilroy - -	7 Feb. -	70 - -	18 - -	Extra duty.
Ditto - -	John Donelan - -	25 April -	70 - -	20 - -	Ditto.
Ditto - -	James Callaghan - -	29 June 1846	80 - -	18 - -	Ditto.
Ditto - -	Francis M'Donnell - -	24 May 1849	70 - -	42 - -	Extra duty, and profits on taking charge of country offices.
Ditto - -	Patrick Keon - -	15 Sept. -	70 - -	20 - -	Extra duty.
Ditto - -	William Ardagh - -	28 June 1850	70 - -	20 - -	Ditto.
Ditto - -	Frederick Hobart - -	6 Sept. -	70 - -	18 - -	Ditto.
Ditto - -	Edmond B. O'Reilly - -	6 June 1840	100 - -	12 - -	Ditto.
Ditto - -	George Kilroy - -	13 Jan. 1851	70 - -	16 - -	Ditto.
Ditto - -	Robert Annesley - -	28 Oct. 1850	70 - -	20 - -	Ditto.
Ditto - -	William Williams - -	6 May 1851	70 - -	20 - -	Ditto.
Ditto - -	James Barrett - -	29 May -	70 - -	18 - -	Ditto.
Ditto - -	Ulic Daly - -	18 Sept. -	70 - -	18 - -	Ditto.
Ditto - -	Augustine Short - -	28 August -	70 - -	20 - -	Ditto.
Ditto - -	Joseph Donelan - -	6 March 1852	70 - -	15 - -	Ditto.
Inspector of letter-carriers.	John Bannen - -	26 Aug. 1808	150 - -	40 - -	Compensation for fees on late newspapers.
Assistant ditto -	Alexander Lang - -	7 Dec. 1827	100 - -	14 - -	Extra duty.
Ditto - -	W. M'Cullagh - -	22 Nov. 1823	100 - -	14 - -	Ditto.
Stamper, &c. -	Peter Lawler - -	17 May 1816	85 - -	10 - -	Ditto.
Ditto - -	William Watson - -	12 Dec. 1825	85 - -	10 - -	Ditto.
Ditto - -	Albert Hall - -	16 Dec. 1831	85 - -	10 - -	Ditto.
Ditto - -	William Callanan - -	19 July 1836	75 - -	10 - -	Ditto.
Ditto - -	William Vaughan - -	6 June 1839	75 - -	10 - -	Ditto.
Ditto - -	Thomas Moore - -	20 Aug. 1835	75 - -	10 - -	Ditto.
Ditto - -	James Price - -	12 Nov. 1835	75 - -	10 - -	Ditto.
Ditto - -	Michael Murphy - -	25 Nov. 1846	54 12 -	10 - -	Ditto.
Bagman - -	Barth. Halpin - -	9 Nov. -	54 12 -		
Letter-carrier -	Alexander Fraser - -	Jan. 1809	59 16 -	24 - -	Profits on ringing bells.
Ditto - -	Thomas Chamney - -	Feb. 1811	59 16 -	8 - -	Ditto.
Ditto - -	Thomas Reddy - -	Sept. 1815	59 16 -	6 - -	Ditto.
Ditto - -	John Shaw - -	Sept. 1816	59 16 -	6 - -	Ditto.
Ditto - -	John Sheekey - -	Oct. 1819	59 16 -	7 - -	Ditto.
Ditto - -	James West - -	Nov. 1818	59 16 -	6 - -	Ditto.
Ditto - -	George Rolleston - -	June 1827	59 16 -	6 10 -	Extra duty.
Ditto - -	John Williams - -	Feb. 1816	59 16 -	2 - -	Ditto.
Ditto - -	Edward M'Donald - -	Jan. 1828	59 16 -	7 - -	Ditto.
Ditto - -	Joseph Galbraith - -	Aug. 1823	59 16 -	2 - -	Ditto.
Ditto - -	Patrick Walsh - -	Dec. 1831	59 16 -	5 - -	Ditto.
Ditto - -	Joseph Logan - -	April 1828	59 16 -	4 - -	Ditto.
Ditto - -	Thomas Ewing - -	Feb. 1832	59 16 -	7 - -	Ditto.
Ditto - -	Robert Platt - -	Feb. -	59 16 -	6 - -	Ditto.
Ditto - -	John Ennis - -	June 1831	59 16 -	2 - -	Ditto.
Ditto - -	David Harbourne - -	June 1833	59 16 -	5 - -	Ditto.
Ditto - -	Patrick Lyndon - -	April 1834	59 16 -	- 10 -	Ditto.
Ditto - -	Robert Hughes - -	June 1835	59 16 -	3 - -	Ditto.
Ditto - -	Patrick Ewing - -	July 1823	59 16 -	3 12 -	Ditto.
Ditto - -	Henry Graham - -	Dec. 1833	59 16 -	5 5 -	Ditto.
Ditto - -	John Forde - -	April 1834	59 16 -	6 - -	Ditto.
Ditto - -	James Young - -	June 1835	59 16 -	4 6 -	Ditto.
Ditto - -	Thomas Tyrrell - -	July 1834	59 16 -	2 - -	Ditto.
Ditto - -	James M'Mahon - -	Nov. 1835	59 16 -	5 - -	Ditto.
Ditto - -	Patrick Sullivan - -	April 1835	59 16 -	1 10 -	Ditto.
Ditto - -	Benjamin Lindsay - -	March 1836	59 16 -	5 - -	Ditto.
Ditto - -	James M'Donnell - -	May 1836	59 16 -	- 10 -	Ditto.

NAMES of the present Officers in the Inland Department, *Dublin*—continued.

—	Names of present Officers.	Dates of Appointment.	Salary.	Emoluments.	—
			£. s. d.	£. s. d.	
Letter-carrier	Edward Smith	May 1819	57 4 -	3 5 -	Extra duty, and profits on Dublin Directory.
Ditto	Joseph M'Cullagh	March 1837	57 4 -	8 - -	Extra duty.
Ditto	Henry M'Quaid	May -	57 4 -	2 10 -	
Ditto	Hugh Tighe	July -	57 4 -	2 - -	Extra duty.
Ditto	Charles Reilly	July -	57 4 -	3 10 -	Extra duty, and profits on Dublin Directory.
Ditto	Joseph Sweeney	Sept. -	57 4 -	7 14 -	Extra duty.
Ditto	Michael Holland	March 1838	57 4 -	5 - -	
Ditto	Patrick Reddy	June 1839	57 4 -	1 10 -	
Ditto	Peter Kendrick	Dec. 1837	57 4 -	2 10 -	Extra duty.
Ditto	John Kerrigan	Dec. 1839	57 4 -	2 - -	Ditto.
Ditto	James Conroy	June -	57 4 -	- 15 -	Profits on Dublin Directory.
Ditto	Arthur Murphy	Jan. 1838	57 4 -	7 10 -	Ditto.
Ditto	William Dowd	June 1839	57 4 -		
Ditto	John Callanan	Sept. 1838	57 4 -	1 10 -	Profits on Dublin Directory.
Ditto	James Carthy	June 1839	57 4 -	5 - -	Ditto.
Ditto	James Lally	June -	57 4 -		
Ditto	Thomas Plunkett	June -	57 4 -		
Ditto	Joseph Field	July -	57 4 -		
Ditto	James Kelly	July -	57 4 -	1 10 -	Profits on Dublin Directory.
Ditto	James Quaid	Dec. -	57 4 -	10 - -	Extra duty, and profits on Dublin Directory.
Ditto	Thomas Carroll	Jan. -	57 4 -	6 - -	Profits on Dublin Directory.
Ditto	Timothy Mulligan	Jan. -	57 4 -		
Ditto	Myles Farrell	Jan. 1840	57 4 -	1 - -	Profits on Dublin Directory.
Ditto	Callaghan M'Carthy	Feb. -	57 4 -		
Ditto	James Copeland	July 1839	57 4 -		
Ditto	Patrick Brady	March 1840	57 4 -		
Ditto	Richard Boyle	June -	57 4 -	10 - -	Extra duty.
Ditto	Francis Rice	August 1841	57 4 -	5 12 -	Extra duty, and profits on Dublin Directory.
Ditto	David Ogden	July 1842	57 4 -	5 - -	Profits on Dublin Directory.
Ditto	Patrick Gavigan	Nov. 1839	49 8 -	5 - -	Ditto.
Ditto	William Armstrong	July 1842	49 8 -		
Ditto	John M'Donnell	Jan. -	49 8 -		
Ditto	Mathew Carthy	Jan. 1844	49 8 -		
Ditto	Henry Stewart	April 1840	49 8 -	2 5 -	Profits on Dublin Directory.
Ditto	James Casey	June -	49 8 -	10 - -	Ditto.
Ditto	Mathew Lambert	Jan. 1844	49 8 -	- 5 -	Ditto.
Ditto	Thomas Nugent	Jan. -	49 8 -		
Ditto	Henry Jackson	March -	49 8 -		
Ditto	John Archer	Sept. 1841	49 8 -		
Ditto	Peter Cardin	Feb. 1844	49 8 -	2 5 -	Profits on Dublin Directory.
Ditto	Thomas Vance	March -	49 8 -		
Ditto	Thomas Tugman	Feb. -	49 8 -		
Ditto	Thomas Jackson	Feb. -	49 8 -		
Ditto	James Armstrong	15 June -	49 8 -		
Ditto	Thomas Rogan	10 July -	49 8 -		
Ditto	Robert Priestly	May 1845	49 8 -		
Ditto	John Williams	August -	49 8 -		
Ditto	William Bruncker	3 March 1846	49 8 -	9 - -	Profits on Dublin Directory.
Ditto	Alexander Gilliard	24 March -	49 8 -	3 - -	Extra duty.
Ditto	Edward Mulligan	May -	49 8 -	8 10 -	Extra duty, and profits on Dublin Directory.
Ditto	Thomas Taylor	Jan. 1847	49 8 -	3 - -	Extra duty.
Ditto	Robert Galvin	5 Feb. -	49 8 -	2 - -	Extra duty, and profits on Dublin Directory.
Ditto	Michael Malony	19 April -	49 8 -	2 10 -	Ditto - ditto.
Ditto	Thomas Solan	May -	49 8 -	3 - -	Extra duty.
Ditto	James Nolan	11 Oct. -	49 8 -	3 5 -	Ditto.

NAMES of the present Officers in the Inland Department, *Dublin*—continued.

	Name of present Officers.	Dates of Appointment.	Salary.	Emoluments.	
			£. s. d.	£. s. d.	
Letter-carrier	Henry Bible	10 May 1848	49 8 -	3 10 -	Extra duty.
Ditto	Thomas M'Connell	June -	49 8 -	3 15 -	Ditto.
Ditto	John M'Manus	4 Nov. -	49 8 -	2 10 -	Ditto.
Ditto	John Mowisy	18 Jan. 1849	46 16 -	3 - -	Extra duty, and profits on Dublin Directory.
Ditto	James White	27 Feb. -	46 16 -	3 10 -	Extra duty.
Ditto	Patrick Scully	29 Mar. -	46 16 -	3 15 -	Ditto.
Ditto	Patrick Cummins	4 June -	46 16 -	4 - -	Ditto.
Ditto	Thomas Upton	18 Aug. -	46 16 -	3 - -	Extra duty, and profits on Dublin Directory.
Ditto	Joseph Smith	5 Nov. -	46 16 -	3 10 -	Ditto - - ditto.
Ditto	James Bracken	14 Nov. -	46 16 -	3 - -	Extra duty.
Ditto	Thomas Connolly	14 Nov. -	46 16 -	3 5 -	Ditto.
Ditto	Thomas Carter	22 Dec. -	46 16 -	2 10 -	Ditto.
Ditto	John Kenny	11 Dec. -	46 16 -	2 15 -	Ditto.
Ditto	Francis Walsh	11 May 1850	46 16 -	3 - -	Ditto.
Ditto	J. M'Keon	19 April -	46 16 -	3 3 -	Ditto.
Ditto	Stephen Clancy	21 May -	46 16 -	2 15 -	Ditto.

NUMBER of OFFICERS who have been added to the INLAND OFFICE, *Dublin*, since 1830.

OFFICERS.	NUMBER.
Clerks - - - - -	18
Assistant inspector of letter-carriers - - - - -	1
Stampers - - - - -	4
	23
Letter-carriers abolished - - - - -	24
Ditto - - - added - - - - -	22
Deduct letter-carriers abolished - - - - -	2
TOTAL Number added - - - - -	21

POST OFFICE.

COPIES of MEMORIALS from OFFICERS in the INLAND DEPARTMENT in the GENERAL POST OFFICE, *Edinburgh*, since the Year 1839, praying for an Increase or Revision of the Scale of their Salaries, with the Answers thereto; and REPORTS of the Officers to whom such Memorials have been referred; also, SCALES of SALARIES in *London, Edinburgh, and Dublin; &c.*

(*Mr. Cowan.*)

*Ordered, by The House of Commons, to be Printed,
29 November 1852.*

[*Price 1 s.*]

36.

Under 16 oz.

POST-OFFICE RECEIVING HOUSES, &c.

ABSTRACT

OF

RETURNS to Two Orders of the Honourable The House of Commons,
dated 10 and 14 December 1852;—for,

RETURNS “ of the Number of POST-OFFICE RECEIVING HOUSES in *London, Dublin, Edinburgh, Glasgow, Liverpool, Manchester* and *Birmingham* respectively ; the Number of COLLECTIONS Daily from each Receiving House, and the Proportion the Population of each of these Places, as per last Census, bears to each Receiving House ; whether General Post-Office Business can be transacted at all these Receiving Houses, and, if not, the Number in each Place at which that can be transacted ; showing the Proportion the Population of each Place bears to every such Receiving House or Branch Office ; the Number of Offices in each Place at which Money Order Business can be transacted, and the Proportion the Population of each Place bears to every such Office ; the Average Number of LETTERS delivered Daily in each of the above-mentioned Towns ; also, the Number of LETTER CARRIERS in each Town to deliver these Letters, and also the Number of Deliveries Daily in each Town : ”

“ And, of the NAME of every one employed in the POST-OFFICE of *Glasgow* ; the Number of Years each Person has been in the Service ; Salary of each, and Sums, if any, derived from Fees, stating the Nature of such Fees ; Nature of the Duties performed by each ; whether there is a Scale of Salaries for Length of Service, and, if so, the Particulars of it ; showing the Highest Salary that can be obtained by Length of Service only, and the Time to be served to obtain that Salary ; whether there is a Superannuation Allowance ; Gross Revenue of the Office for each of the last Ten Years, including Amount of Postage Stamps sold through the Stamp Office ; Number of Letters for One Week of each Month in each Year for a like Period ; Number and Amount of Money Orders paid and issued in each of the last Ten Years ; also the Commission in each Year ; Number of Clerks employed in each Year, distinguishing the Number engaged in each Department.”

[*So far as relates to those Portions of the above Order only in regard to which Returns have been made.*]

(*Mr. John MacGregor*
and
Mr. Scholefield.)

Ordered, by The House of Commons, to be Printed,
5 July 1853.

I.—POST-OFFICES, LONDON, DUBLIN, EDINBURGH, &c.

1.—RETURN of the Number of POST-OFFICE RECEIVING HOUSES in *London, Dublin, Edinburgh, Glasgow, Liverpool, Manchester and Birmingham* respectively, Number of COLLECTIONS Daily, and the Proportion the Population of each of these Places bears to each Receiving House; whether General Post-Office Business and Money Order Business can be transacted at all or any of these Receiving Houses, the Average Number of Letters delivered Daily in each Town, also, the Number of Letter Carriers to deliver these Letters.

NAME OF PLACE.	Number of Receiving Houses.	Number of Collections Daily from each Receiving House.	Proportion the Population of each of these Places, as per last Census, bears to each Receiving House.	Number of Offices in each Place at which Money Order Business can be transacted.	Proportion the Population of each Place bears to every such Office.	Number of Deliveries Daily in each Town.
London - - -	374	From 2 to 11	6,316	61	38,725	From 3 to 10
Dublin - - -	30	7	8,612	1	258,361	7
Edinburgh - - -	24	From 7 to 8	8,082	2	96,964	4
Glasgow - - -	19	4 to 14	18,157	1	344,986	4
Liverpool - - -	36	4	7,173	1	258,236	3
Manchester - - -	43	From 1 to 5	10,228	1	439,797	4
Birmingham - - -	16	2	10,872	1	173,951	3

The General Post-Office business can be transacted at all the receiving houses above enumerated.

The average number of letters delivered daily, and also the number of letter-carriers in each town to deliver those letters, will be stated in a Supplemental Return.

II.—GLASGOW POST-OFFICE.

1.—ABSTRACT of RETURN of the Number of PERSONS employed in the Post-Office of *Glasgow*, showing the Amount of Salary, Fees and Emoluments received by each Class, and the Average Period of Service.

DESCRIPTION.	Number.	Lowest and Highest Amount of Salary received.	Average Amount of Fees and Emoluments.	From what Source derived.	Average Number of Years such Persons have been in the Service.
General Superintendent of Office	1	600 <i>l.</i> - - -	184 <i>l.</i> 4 <i>s.</i> 1 <i>d.</i> - -	{ Commission on sale of Postage Stamps }	21 years.
Superintendent of Inland Office -	1	220 <i>l.</i> - - -	- - nil - -	- - - - -	38 years.
Assistants to Chief Clerk - -	2	From 100 <i>l.</i> to 180 <i>l.</i>	{ One receives 12 <i>l.</i> , the other nil }	Glasgow Directory -	21 years each.
Accountant - - - -	1	150 <i>l.</i> - - -	12 <i>l.</i> - - -	- ditto - - -	40 years.
Accountant's Office - - -	1	60 <i>l.</i> - - -	- - nil - -	- - - - -	1 year.
Chief Clerk, Money Order Office	1	100 <i>l.</i> - - -	12 <i>l.</i> - - -	Glasgow Directory -	14 years.
Clerks in Money Order Office -	5	From 70 <i>l.</i> to 90 <i>l.</i> -	- - nil - -	- - - - -	{ From 5 years to 10 years.
Inspector of Letter Carriers -	1	100 <i>l.</i> - - -	44 <i>l.</i> - - -	Glasgow Directory -	20 years.
Window Clerks - - - -	3	From 75 <i>l.</i> to 120 <i>l.</i> -	{ Two receive 75 <i>l.</i> , the other nil }	Glasgow Directory and Gratuities.	From 7 years to 30 years.
Receipt and despatch of Mails -	19	From 60 <i>l.</i> to 90 <i>l.</i> -	One receives 12 <i>l.</i> -	Glasgow Directory -	{ From 1 month to 15 years.
Stampers - - - -	7	From 50 <i>l.</i> to 60 <i>l.</i> -	Two receive 12 <i>l.</i> each	- ditto - - -	{ From 1 year to 14 years.
Newspaper Sorters - - - -	4*	From 39 <i>l.</i> to 45 <i>l.</i> -	- - nil - -	- - - - -	{ From 1 month to 6 years.
Letter Carriers - - - -	60†	{ From 41 <i>l.</i> 12 <i>s.</i> to 46 <i>l.</i> 16 <i>s.</i> - }	From 2 <i>l.</i> 10 <i>s.</i> to 24 <i>l.</i>	{ Glasgow Directory and Gratuities.	From 1 month to 25 years.
City Bags Collectors - - -	4	36 <i>l.</i> 10 <i>s.</i>	- - nil - -	- - - - -	{ From 4 years to 14 years.
Country Runners - - - -	6	{ From 33 <i>l.</i> 18 <i>s.</i> to 36 <i>l.</i> 10 <i>s.</i> - }	- - nil - -	- - - - -	{ From 1 month to 17 years.
Railway, &c. Messengers - -	2	{ From 31 <i>l.</i> 5 <i>s.</i> 8 <i>d.</i> to 36 <i>l.</i> 10 <i>s.</i> - }	- - nil - -	- - - - -	{ From 3 years to 19 years.
Office Porter - - - -	1	54 <i>l.</i> 12 <i>s.</i> -	- - nil - -	- - - - -	5 years.

* Inclusive of one vacancy.

† Including two vacancies.

NUMBER of CLERKS employed at *Glasgow* in each Year, distinguishing the Number employed in each Department.

	1843.	1844.	1845.	1846.	1847.	1848.	1849.	1850.	1851.	1852.
Sorting Office -	15	15	15	19	23	23	23	23	23	26
Money Order Office	3	3	4	4	6	6	6	6	6	6
Accountant's Office	1	1	1	1	2	2	2	2	2	2
TOTAL - -	19	19	20	24	31	31	31	31	31	34

II.—GLASGOW POST-OFFICE—*continued.*

2.—GROSS REVENUE of the Post-Office of *Glasgow*, for each of the last Ten Years, including the Amount of Postage Stamps sold through the Stamp-Office.

1843.	1844.	1845.	1846.	1847.
£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.
26,709 15 6½	31,454 19 4	36,174 8 5	39,035 9 11	42,061 5 3½
1848.	1849.	1850.	1851.	1852.
£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.
40,399 16 5	41,527 18 -½	43,366 3 11½	46,076 10 6	47,063 7 5½

3.—NUMBER of LETTERS received for Delivery at *Glasgow* in One Week of each Month of each Year, for the last Ten Years.

Week ended	1843.	1844.	1845.	1846.	1847.	1848.	1849.	1850.	1851.	1852.
21 January -	69,801	77,797	92,937	110,276	111,840	115,127	115,105	117,833	127,169	138,390
21 February -	74,023	87,422	100,009	115,662	116,829	119,140	120,675	129,961	142,931	145,312
21 March -	90,375	82,631	92,189	106,057	115,403	111,820	115,322	123,889	133,019	146,513
21 April -	70,697	80,197	93,659	108,257	112,456	111,345	116,999	127,113	129,360	147,290
21 May -	70,618	79,608	93,891	107,635	114,559	105,201	118,140	121,902	128,124	144,188
21 June -	70,375	80,700	96,970	101,940	112,513	106,389	115,118	123,449	135,569	151,066
21 July -	70,050	76,127	93,168	104,285	106,519	101,960	112,914	111,504	132,873	144,082
21 August -	71,532	79,943	98,251	102,135	103,652	108,026	111,657	115,783	135,281	140,090
21 September -	73,923	87,303	102,651	104,901	108,631	106,971	118,773	131,551	128,159	144,805
21 October -	75,926	87,524	120,777	112,049	112,167	105,607	117,636	126,493	133,245	156,028
21 November -	78,120	90,771	114,140	119,893	117,055	112,728	117,225	124,933	155,441	156,531
21 December -	77,759	87,872	105,027	111,267	121,337	115,007	118,838	129,781	145,601	166,444

4.—NUMBER and Amount of MONEY ORDERS Paid and Issued, and the Amount of Commission received, at *Glasgow*, in each Year, during the Ten Years ended 31st December 1852.

Years ended	Orders Paid.		Orders Issued.		Total Paid and Issued.		Commission.
	Number.	Amount.	Number.	Amount.	Number.	Amount.	
		£. s. d.		£. s. d.		£. s. d.	£. s. d.
5 January - 1844	38,302	73,197 10 2	32,309	60,832 - 5	70,701	134,029 10 7	531 11 3
5 January - 1845	41,227	79,128 2 7	38,639	70,231 4 11	79,866	149,359 7 6	626 16 -
5 January - 1846	48,038	91,697 5 7	48,207	80,793 3 3	96,245	172,490 8 10	730 5 3
5 January - 1847	56,700	108,319 5 8	54,046	97,823 14 4	110,746	206,143 - -	877 10 -
5 January - 1848	62,532	118,776 10 -	62,164	108,866 3 3	124,696	227,642 13 3	998 16 6
5 January - 1849	65,695	126,723 9 10	55,436	102,196 1 -	121,131	228,919 10 10	909 18 -
* 6 Jan. to 31 Dec. 1849	65,794	126,026 9 4	57,422	105,094 15 5	123,216	231,121 4 9	941 15 9
31 December - 1850	69,906	132,863 9 10	63,266	115,502 9 4	133,172	248,365 19 2	1,036 11 3
31 December - 1851	72,715	138,520 6 11	67,092	120,223 5 4	139,807	258,743 12 3	1,091 18 9
31 December - 1852	76,263	145,001 5 10	68,424	122,442 16 6	144,687	267,444 2 4	1,118 9 -

* In consequence of a change in the period for making up the Money Order Accounts, which took place in February 1849, the numbers and amounts are, in this instance, five days short of a complete year's transactions.

POST-OFFICE RECEIVING HOUSES, &c.

ABSTRACT

OF

RETURN of the Number of POST-OFFICE RECEIVING HOUSES in *London, Dublin, Edinburgh, Glasgow, Liverpool, Manchester and Birmingham* respectively; the Number of COLLECTIONS Daily, and the Average Number of LETTERS delivered, &c.:—Also, of the Number of Persons employed in the *Glasgow* Post-Office, their Salaries and Emoluments, &c.

(*Mr. John MacGregor*
and
Mr. Scholefield.)

Ordered, by The House of Commons, to be Printed,
5 July 1853.

BRITISH AND FOREIGN POSTAGE.

T A B L E

Showing the Amount of POSTAGE, BRITISH AND FOREIGN, CHARGEABLE
ON LETTERS POSTED IN LONDON, addressed to the several Cities in
Europe within mentioned, and weighing from a Quarter of an Ounce to Ten
Ounces inclusive.

[Brought from the Lords, 17 Febraary 1853.]

*Ordered, by The House of Commons, to be Printed,
18 February 1853.*

TABLE showing the Amount of POSTAGE, BRITISH and FOREIGN, chargeable on
from a Quarter of an Ounce

NAMES OF PLACES.	Route by which the Letters are forwarded.	Under $\frac{1}{4}$ oz.			Under $\frac{1}{2}$ oz.			Under 1 oz.			Under $1\frac{1}{2}$ oz.			Under 2 oz.		
		British Rate.	Foreign Rate.	TOTAL.	British Rate.	Foreign Rate.	TOTAL.	British Rate.	Foreign Rate.	TOTAL.	British Rate.	Foreign Rate.	TOTAL.	British Rate.	Foreign Rate.	TOTAL.
ATHENS - -	By French Packet	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
	By France and Trieste.	- 5	- 11	1 4	- 5	1 10	2 3	- 10	3 8	4 6	1 8	5 6	7 2	1 8	7 4	9 -
	By British Packet via Marseilles.	- 5	- 11	1 4	- 5	1 10	2 3	- 10	3 8	4 6	1 8	5 6	7 2	1 8	7 4	9 -
	Via Southampton	- 10	- 5	1 3	- 10	- 10	1 8	1 8	1 8	3 4	3 4	2 6	5 10	3 4	3 4	6 8
AMSTERDAM -	Via Rotterdam	- -	- -	- -	1 6	- -	1 6	3 -	- -	3 -	6 -	- -	6 -	6 -	- -	6 -
	Via France	- 5	- 6	- 11	- 5	1 -	1 5	- 10	2 -	2 10	1 8	3 -	4 8	1 8	4 -	5 8
BADEN - -	Via France	- 5	- 6	- 11	- 5	1 -	1 5	- 10	2 -	2 10	1 8	3 -	4 8	1 8	4 -	5 8
	Via Belgium	- 6	7 9	1 3	- 6	1 2	1 8	1 -	2 4	3 4	2 -	3 10	5 10	2 -	4 8	6 8
	Via Holland	- 6	- 9	1 3	- 6	1 -	1 6	1 -	2 -	3 -	2 -	3 6	5 6	2 -	4 -	6 -
	Via Hamburg	- 6	- 9	1 3	- 6	1 -	1 6	1 -	2 -	3 -	2 -	3 6	5 6	2 -	4 -	6 -
BERLIN - -	Via Belgium	- 6	- 6	1 -	- 6	- 8	1 2	1 -	1 4	2 4	2 -	2 4	4 4	2 -	2 8	4 8
	Via France	- 5	- 6	- 11	- 5	1 -	1 5	- 10	2 -	2 10	1 8	3 -	4 8	1 8	4 -	5 8
	Via Holland	- -	- -	- -	- 6	- 6	1 -	1 -	2 -	2 -	2 -	2 -	4 -	2 -	2 -	4 -
	Via Hamburg	- -	- -	- -	- 6	- 6	1 -	1 -	2 -	2 -	2 -	2 -	4 -	2 -	2 -	4 -
BERNE - -	Via France	- 5	- 6	- 11	- 5	1 -	1 5	- 10	2 -	2 10	1 8	3 -	4 8	1 8	4 -	5 8
	Via Belgium	- 6	1 3	1 9	- 6	2 2	2 8	1 -	4 4	5 4	2 -	6 10	8 10	2 -	8 8	10 8
	Via Holland	- 6	1 3	1 9	- 6	2 -	2 6	1 -	4 -	5 -	2 -	6 6	8 6	2 -	8 -	10 -
BREMEN - -	Via Hamburg	- -	- -	- -	- 6	- 2	- 8	1 -	- 4	1 4	2 -	- 8	2 8	2 -	- 8	2 8
	Via Belgium	- 6	- 6	1 -	- 6	- 8	1 2	1 -	1 4	2 4	2 -	2 4	4 4	2 -	2 8	4 8
	Via France	- 5	- 6	- 11	- 5	1 -	1 5	- 10	2 -	2 10	1 8	3 -	4 8	1 8	4 -	5 8
	Via Holland	- 6	- 10	1 4	- 6	1 2	1 8	1 -	2 4	3 4	2 -	4 -	6 -	2 -	4 8	6 8
BRUNSWICK -	Via Hamburg	- -	- -	- -	- 6	- 3	- 9	1 -	- 6	1 6	2 -	1 -	3 -	2 -	1 -	3 -
	Via Belgium	- 6	- 9	1 3	- 6	1 2	1 8	1 -	2 4	3 4	2 -	3 10	5 10	2 -	4 8	6 8
	Via France	- 5	- 11	1 4	- 5	1 10	2 3	- 10	3 8	4 6	1 8	5 6	7 2	1 8	7 4	9 -
	Via Holland	- 6	- 9	1 3	- 6	1 -	1 6	1 -	2 -	3 -	2 -	3 6	5 6	2 -	4 -	6 -
BRUSSELS -	Via Ostend	- 4	- 2	- 6	- 4	- 4	- 8	- 8	- 8	1 4	1 4	1 -	2 4	1 4	1 4	2 8
	Via France	- 4	- 2	- 6	- 4	- 4	- 8	- 8	- 8	1 4	1 4	1 -	2 4	1 4	1 4	2 8
	Via Holland	- -	- -	- -	- 8	- -	- 8	1 4	- -	1 4	2 8	- -	2 8	2 8	- -	2 8
CHRISTIANIA -	Via Hamburg	- -	- -	- -	- 6	- 10	1 4	1 -	1 8	2 8	2 -	3 4	5 4	2 -	3 4	5 4
	Via Belgium	- 6	1 4	1 10	- 6	2 4	2 10	1 -	4 8	5 8	2 -	7 4	9 4	2 -	9 4	11 4
	Via France	- 5	- 11	1 4	- 5	1 10	2 3	- 10	3 8	4 6	1 8	5 6	7 2	1 8	7 4	9 -
	Via Holland	- 6	1 4	1 10	- 6	2 2	2 8	1 -	4 4	5 4	2 -	7 -	9 -	2 -	8 8	10 8
CONSTANTINOPLE	Via Belgium	- 6	1 9	2 3	- 6	3 2	3 8	1 -	6 4	7 4	2 -	9 10	11 10	2 -	12 8	14 8
	Via France	- 5	1 5	1 10	- 5	2 10	3 3	- 10	5 8	6 6	1 8	8 6	10 2	1 8	11 4	13 -
	Via Holland	- 6	1 9	2 3	- 6	3 -	3 6	1 -	6 -	7 -	2 -	9 6	11 6	2 -	12 -	14 -
	Via Hamburg	- 6	1 8	2 2	- 6	2 10	3 4	1 -	5 8	6 8	2 -	9 -	11 -	2 -	11 4	13 4
	By French Packet	- 5	- 10	1 3	- 5	1 8	2 1	- 10	3 4	4 2	1 8	5 -	6 8	1 8	6 8	8 4
COPENHAGEN -	Via Hamburg	- -	- -	- -	- 6	- 4	- 10	1 -	- 8	1 8	2 -	1 4	3 4	2 -	1 4	3 4
	Via Belgium	- 6	1 2	1 8	- 6	2 -	2 6	1 -	4 -	5 -	2 -	6 4	8 4	2 -	8 -	10 -
	Via France	- 5	- 11	1 4	- 5	1 10	2 3	- 10	3 8	4 6	1 8	5 6	7 2	1 8	7 4	9 -
	Via Holland	- 6	1 2	1 8	- 6	1 10	2 4	1 -	3 8	4 8	2 -	6 -	8 -	2 -	7 4	9 4
FLORENCE -	Via France	- 5	- 11	1 4	- 5	1 10	2 3	- 10	3 8	4 6	1 8	5 6	7 2	1 8	7 4	9 -
	By French Packet	- 5	- 11	1 4	- 5	1 10	2 3	- 10	3 8	4 6	1 8	5 6	7 2	1 8	7 4	9 -
	Via Belgium	- 6	- 11	1 5	- 6	1 6	2 -	1 -	2 5	3 5	2 -	4 10	6 10	2 -	6 -	8 -
	Via Holland	- 6	- 11	1 5	- 6	1 4	1 10	1 -	2 8	3 8	2 -	4 6	6 6	2 -	5 4	7 4
FRANKFORT -	Via Belgium	- 6	- 10	1 4	- 6	1 4	1 10	1 -	2 8	3 8	2 -	4 4	6 4	2 -	5 4	7 4
	Via France	- 5	- 6	- 11	- 5	1 -	1 5	- 10	2 -	2 10	1 8	3 -	4 8	1 8	4 -	5 8
	Via Holland	- 6	- 10	1 4	- 6	1 2	1 8	1 -	2 4	3 4	2 -	4 -	6 -	2 -	4 8	6 8
	Via Hamburg	- 6	- 10	1 4	- 6	1 2	1 8	1 -	2 4	3 4	2 -	4 -	6 -	2 -	4 8	6 8
HAMBURG -	"Direct"	- -	- -	- -	- 6	- 2	- 8	1 -	- 4	1 4	2 -	- 8	2 8	2 -	- 8	2 8
	Via Belgium	- 6	- 6	1 -	- 6	- 8	1 2	1 -	1 4	2 4	2 -	2 4	4 4	2 -	2 8	4 8
	Via France	- 5	- 6	- 11	- 5	1 -	1 5	- 10	2 -	2 10	1 8	3 -	4 8	1 8	4 -	5 8
	Via Holland	- 6	- 10	1 4	- 6	1 2	1 8	1 -	2 4	3 4	2 -	4 -	6 -	2 -	4 8	6 8

LETTERS posted in London, addressed to the several Cities in Europe, and weighing
to Ten Ounces inclusive.

Under 2½ oz.			Under 3 oz.			Under 3½ oz.			Under 4 oz.			Under 4½ oz.			Under 5 oz.		
British Rate.	Foreign Rate.	TOTAL.	British Rate.	Foreign Rate.	TOTAL.	British Rate.	Foreign Rate.	TOTAL.	British Rate.	Foreign Rate.	TOTAL.	British Rate.	Foreign Rate.	TOTAL.	British Rate.	Foreign Rate.	TOTAL.
s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
2 6 9 2	11 8	2 6 11 -	13 6	3 4	12 10	16 2	3 4	14 8	18 -	4 2	16 6	20 8	4 2	18 4	22 6		
2 6 9 2	11 8	2 6 11 -	13 6	3 4	12 10	16 2	3 4	14 8	18 -	4 2	16 6	20 8	4 2	18 4	22 6		
5 - 4 2	9 2	5 - 5 -	10 -	6 8	5 10	12 6	6 8	6 8	13 4	8 4	7 6	15 10	8 4	8 4	16 8		
9 - - -	9 -	9 - - -	9 -	12 -	- -	12 -	- -	- -	12 -	15 -	- -	15 -	15 -	- -	15 -		
4 - 2 -	6 -	4 - 2 -	6 -	5 4	2 8	8 -	5 4	2 8	8 -	6 8	3 4	10 -	6 8	3 4	10 -		
2 6 5 -	7 6	2 6 6 -	8 6	3 4	7 -	10 4	3 4	8 -	11 4	4 2	9 -	13 2	4 2	10 -	14 2		
2 6 5 -	7 6	2 6 6 -	8 6	3 4	7 -	10 4	3 4	8 -	11 4	4 2	9 -	13 2	4 2	10 -	14 2		
3 - 5 2	8 2	3 - 6 -	9 -	4 -	7 6	11 6	4 -	8 4	12 4	5 -	9 10	14 10	5 -	10 8	15 8		
3 - 5 6	8 6	3 - 6 -	9 -	4 -	7 6	11 6	4 -	8 -	12 -	5 -	9 6	14 6	5 -	10 -	15 -		
3 - 5 6	8 6	3 - 6 -	9 -	4 -	7 6	11 6	4 -	8 -	12 -	5 -	9 6	14 6	5 -	10 -	15 -		
3 - 3 8	6 8	3 - 4 -	7 -	4 -	5 -	9 -	4 -	5 4	9 4	5 -	6 4	11 4	5 -	6 8	11 8		
2 6 5 -	7 6	2 6 6 -	8 6	3 4	7 -	10 4	3 4	8 -	11 4	4 2	9 -	13 2	4 2	10 -	14 2		
3 - 3 -	6 -	3 - 3 -	6 -	4 -	4 -	8 -	4 -	4 -	8 -	5 -	5 -	10 -	5 -	5 -	10 -		
3 - 3 -	6 -	3 - 3 -	6 -	4 -	4 -	8 -	4 -	4 -	8 -	5 -	5 -	10 -	5 -	5 -	10 -		
2 6 5 -	7 6	2 6 6 -	8 6	3 4	7 -	10 4	3 4	8 -	11 4	4 2	9 -	13 2	4 2	10 -	14 2		
3 - 11 2	14 2	3 - 13 -	16 -	4 -	15 6	19 6	4 -	17 4	21 4	5 -	19 10	24 10	5 -	21 8	26 8		
3 - 10 6	13 6	3 - 12 -	15 -	4 -	14 6	18 6	4 -	16 -	20 -	5 -	18 6	23 6	5 -	20 -	25 -		
3 - 1 -	4 -	3 - 1 -	4 -	4 -	1 4	5 4	4 -	1 4	5 4	5 -	1 8	6 8	5 -	1 8	6 8		
3 - 3 8	6 8	3 - 4 -	7 -	4 -	5 -	9 -	4 -	5 4	9 4	5 -	6 4	11 4	5 -	6 8	11 8		
2 6 5 -	7 6	2 6 6 -	8 6	3 4	7 -	10 4	3 4	8 -	11 4	4 2	9 -	13 2	4 2	10 -	14 2		
3 - 6 4	9 4	3 - 7 -	10 -	4 -	8 8	12 8	4 -	9 4	13 4	5 -	11 -	16 -	5 -	11 8	16 8		
3 - 1 6	4 6	3 - 1 6	4 6	4 -	2 -	6 -	4 -	2 -	6 -	5 -	2 6	7 6	5 -	2 6	7 6		
3 - 5 2	8 2	3 - 6 -	9 -	4 -	7 6	11 6	4 -	8 4	12 4	5 -	9 10	14 10	5 -	10 8	15 8		
2 6 9 2	11 8	2 6 11 -	13 6	3 4	12 10	16 2	3 4	14 8	18 -	4 2	16 6	20 8	4 2	18 4	22 6		
3 - 5 6	8 6	3 - 6 -	9 -	4 -	7 6	11 6	4 -	8 -	12 -	5 -	9 6	14 6	5 -	10 -	15 -		
2 - 1 8	3 8	2 - 2 -	4 -	2 8	2 4	5 -	2 8	2 8	5 4	3 4	3 -	6 4	3 4	3 4	6 8		
2 - 1 8	3 8	2 - 2 -	4 -	2 8	2 4	5 -	2 8	2 8	5 4	3 4	3 -	6 4	3 4	3 4	6 8		
4 - - -	4 -	4 - - -	4 -	5 4	- -	5 4	5 4	- -	5 4	6 8	- -	6 8	6 8	- -	6 8		
3 - 5 -	8 -	3 - 5 -	8 -	4 -	6 8	10 8	4 -	6 8	10 8	5 -	8 4	13 4	5 -	8 4	13 4		
3 - 12 -	15 -	3 - 14 -	17 -	4 -	16 8	20 8	4 -	18 8	22 8	5 -	21 4	26 4	5 -	23 4	28 4		
2 6 9 2	11 8	2 6 11 -	13 6	3 4	12 10	16 2	3 4	14 8	18 -	4 2	16 6	20 8	4 2	18 4	22 6		
3 - 11 4	14 4	3 - 13 -	16 -	4 -	15 8	19 8	4 -	17 4	21 4	5 -	20 -	25 -	5 -	21 8	26 8		
3 - 16 2	19 2	3 - 19 -	22 -	4 -	22 6	26 6	4 -	25 4	29 4	5 -	28 10	33 10	5 -	31 8	36 8		
2 6 14 2	16 8	2 6 17 -	19 6	3 4	19 10	23 2	3 4	22 8	26 -	4 2	25 6	29 8	4 2	28 4	32 6		
3 - 15 6	18 6	3 - 18 -	21 -	4 -	21 6	25 6	4 -	24 -	28 -	5 -	27 6	32 6	5 -	30 -	35 -		
3 - 14 8	17 8	3 - 17 -	20 -	4 -	20 4	24 4	4 -	22 8	26 8	5 -	26 -	31 -	5 -	28 4	33 4		
2 6 8 4	10 10	2 6 10 -	12 6	3 4	11 8	15 -	3 4	13 4	16 8	4 2	15 -	19 2	4 2	16 8	20 10		
3 - 2 -	5 -	3 - 2 -	5 -	4 -	2 8	6 8	4 -	2 8	6 8	5 -	3 4	8 4	5 -	3 4	8 4		
3 - 10 4	13 4	3 - 12 -	15 -	4 -	14 4	18 4	4 -	16 -	20 -	5 -	18 4	23 4	5 -	20 -	25 -		
2 6 9 2	11 8	2 6 11 -	13 6	3 4	12 10	16 2	3 4	14 8	18 -	4 2	16 6	20 8	4 2	18 4	22 6		
3 - 9 8	12 8	3 - 11 -	14 -	4 -	13 4	17 4	4 -	14 8	18 8	5 -	17 -	22 -	5 -	18 4	23 4		
2 6 9 2	11 8	2 6 11 -	13 6	3 4	12 10	16 2	3 4	14 8	18 -	4 2	16 6	20 8	4 2	18 4	22 6		
2 6 9 2	11 8	2 6 11 -	13 6	3 4	12 10	16 2	3 4	14 8	18 -	4 2	16 6	20 8	4 2	18 4	22 6		
3 - 7 10	10 10	3 - 9 -	12 -	4 -	10 10	14 10	4 -	12 -	16 -	5 -	13 10	18 10	5 -	15 -	20 -		
3 - 7 2	10 2	3 - 8 -	11 -	4 -	9 10	13 10	4 -	10 8	14 8	5 -	12 6	17 6	5 -	13 4	18 4		
3 - 7 -	10 -	3 - 8 -	11 -	4 -	9 8	13 8	4 -	10 8	14 8	5 -	12 4	17 4	5 -	13 4	18 4		
2 6 5 -	7 6	2 6 6 -	8 6	3 4	7 -	10 4	3 4	8 -	11 4	4 2	9 -	13 2	4 2	10 -	14 2		
3 - 6 4	9 4	3 - 7 -	10 -	4 -	8 8	12 8	4 -	9 4	13 4	5 -	11 -	16 -	5 -	11 8	16 8		
3 - 6 4	9 4	3 - 7 -	10 -	4 -	8 8	12 8	4 -	9 4	13 4	5 -	11 -	16 -	5 -	11 8	16 8		
3 - 1 -	4 -	3 - 1 -	4 -	4 -	1 4	5 4	4 -	1 4	5 4	5 -	1 8	6 8	5 -	1 8	6 8		
3 - 3 8	6 8	3 - 4 -	7 -	4 -	5 -	9 -	4 -	5 4	9 4	5 -	6 4	11 4	5 -	6 8	11 8		
2 6 5 -	7 6	2 6 6 -	8 6	3 4	7 -	10 4	3 4	8 -	11 4	4 2	9 -	13 2	4 2	10 -	14 2		
3 - 6 4	9 4	3 - 7 -	10 -	4 -	8 8	12 8	4 -	9 4	13 4	5 -	11 -	16 -	5 -	11 8	16 8		
3 - 6 4	9 4	3 - 7 -	10 -	4 -	8 8	12 8	4 -	9 4	13 4	5 -	11 -	16 -	5 -	11 8	16 8		

(continued on page 4)

TABLE showing the Amount of POSTAGE, BRITISH and FOREIGN, chargeable on
from a Quarter of an Ounce

NAMES OF PLACES.	Route by which the Letters are forwarded.	Under 5½ oz.			Under 6 oz.			Under 6½ oz.			Under 7 oz.		
		British Rate.	Foreign Rate.	TOTAL.	British Rate.	Foreign Rate.	TOTAL.	British Rate.	Foreign Rate.	TOTAL.	British Rate.	Foreign Rate.	TOTAL.
ATHENS -	By French Packet	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
	By France and Trieste.	5 -	20 2	25 2	5 -	22 -	27 -	5 10	23 10	29 8	5 10	25 8	31 6
	By British Packet via Marseilles.	10 -	9 2	19 2	10 -	10 -	20 -	11 8	10 10	22 6	11 8	11 8	23 4
	Via Southampton	18 -	-	18 -	18 -	-	18 -	21 -	-	21 -	21 -	-	21 -
AMSTERDAM -	Via Rotterdam -	8 -	4 -	12 -	8 -	4 -	12 -	9 4	4 8	14 -	9 4	4 8	14 -
	Via France -	5 -	11 -	16 -	5 -	12 -	17 -	5 10	13 -	18 10	5 10	14 -	19 10
BADEN -	Via France -	5 -	11 -	16 -	5 -	12 -	17 -	5 10	13 -	18 10	5 10	14 -	19 10
	Via Belgium -	6 -	12 2	18 2	6 -	13 -	19 -	7 -	14 6	21 6	7 -	15 4	22 4
	Via Holland -	6 -	11 6	17 6	6 -	12 -	18 -	7 -	13 6	20 6	7 -	14 -	21 -
	Via Hamburg -	6 -	11 6	17 6	6 -	12 -	18 -	7 -	13 6	20 6	7 -	14 -	21 -
BERLIN -	Via Belgium -	6 -	7 8	13 8	6 -	8 -	14 -	7 -	8 4	15 4	7 -	9 4	16 4
	Via France -	5 -	11 -	16 -	5 -	12 -	17 -	5 10	13 -	18 10	5 10	14 -	19 10
	Via Holland -	6 -	6 -	12 -	6 -	6 -	12 -	7 -	7 -	14 -	7 -	7 -	14 -
	Via Hamburg -	6 -	6 -	12 -	6 -	6 -	12 -	7 -	7 -	14 -	7 -	7 -	14 -
BERNE -	Via France -	5 -	11 -	16 -	5 -	12 -	17 -	5 10	13 -	18 10	5 10	14 -	19 10
	Via Belgium -	6 -	24 2	30 2	6 -	26 -	32 -	7 -	28 6	35 6	7 -	30 4	37 4
	Via Holland -	6 -	22 6	28 6	6 -	24 -	30 -	7 -	26 6	33 6	7 -	27 6	34 6
BREMEN -	Via Hamburg -	6 -	2 -	8 -	6 -	2 -	8 -	7 -	2 4	9 4	7 -	2 4	9 4
	Via Belgium -	6 -	7 8	13 8	6 -	8 -	14 -	7 -	8 4	15 4	7 -	9 4	16 4
	Via France -	5 -	11 -	16 -	5 -	12 -	17 -	5 10	13 -	18 10	5 10	14 -	19 10
	Via Holland -	6 -	13 4	19 4	6 -	14 -	20 -	7 -	15 8	22 8	7 -	16 4	23 4
BRUNSWICK -	Via Hamburg -	6 -	3 -	9 -	6 -	3 -	9 -	7 -	3 6	10 6	7 -	3 6	10 6
	Via Belgium -	6 -	12 2	18 2	6 -	13 -	19 -	7 -	14 6	21 6	7 -	15 4	22 4
	Via France -	5 -	20 2	25 2	5 -	22 -	27 -	5 10	23 10	29 8	5 10	25 8	31 6
	Via Holland -	6 -	11 6	17 6	6 -	12 -	18 -	7 -	13 6	20 6	7 -	14 -	21 -
BRUSSELS -	Via Ostend -	4 -	3 8	7 8	4 -	4 -	8 -	4 8	4 4	9 -	4 8	4 8	9 4
	Via France -	4 -	3 8	7 8	4 -	4 -	8 -	4 8	4 4	9 -	4 8	4 8	9 4
	Via Holland -	8 -	-	8 -	8 -	-	8 -	9 4	-	9 4	9 4	-	9 4
CHRISTIANIA -	Via Hamburg -	6 -	10 -	16 -	6 -	10 -	16 -	7 -	11 8	18 8	7 -	11 8	18 8
	Via Belgium -	6 -	26 -	32 -	6 -	28 -	34 -	7 -	30 8	37 8	7 -	32 8	39 8
	Via France -	5 -	20 2	25 2	5 -	22 -	27 -	5 10	23 10	29 8	5 10	25 8	31 6
	Via Holland -	6 -	23 4	29 4	6 -	25 -	31 -	7 -	27 8	34 8	7 -	29 4	36 4
CONSTANTINOPLE	Via Belgium -	6 -	35 2	41 2	6 -	38 -	44 -	7 -	41 6	48 6	7 -	44 4	51 4
	Via France -	5 -	31 2	36 2	5 -	34 -	39 -	5 10	36 10	42 8	5 10	39 8	45 6
	Via Holland -	6 -	33 6	39 6	6 -	36 -	42 -	7 -	39 6	46 6	7 -	42 -	49 -
	Via Hamburg -	6 -	31 8	37 8	6 -	34 -	40 -	7 -	37 4	44 4	7 -	39 8	46 8
	By French Packet	5 -	18 4	23 4	5 -	20 -	25 -	5 10	21 8	27 6	5 10	23 4	29 2
COPENHAGEN -	Via Hamburg -	6 -	4 -	10 -	6 -	4 -	10 -	7 -	4 8	11 8	7 -	4 8	11 8
	Via Belgium -	6 -	22 4	28 4	6 -	24 -	30 -	7 -	26 4	33 4	7 -	28 -	35 -
	Via France -	5 -	20 2	25 2	5 -	22 -	27 -	5 10	23 10	29 8	5 10	25 8	31 6
	Via Holland -	6 -	20 8	26 8	6 -	22 -	28 -	7 -	24 4	31 4	7 -	25 8	32 8
FLORENCE -	Via France -	5 -	20 2	25 2	5 -	22 -	27 -	5 10	23 10	29 8	5 10	25 8	31 6
	By French Packet	5 -	20 2	25 2	5 -	22 -	27 -	5 10	23 10	29 8	5 10	25 8	31 6
	Via Belgium -	6 -	16 10	22 10	6 -	18 -	24 -	7 -	19 10	26 10	7 -	21 -	28 -
	Via Holland -	6 -	15 2	21 2	6 -	16 -	22 -	7 -	17 10	24 10	7 -	18 8	25 8
FRANKFORT -	Via Belgium -	6 -	15 -	21 -	6 -	16 -	22 -	7 -	17 8	24 8	7 -	18 8	25 8
	Via France -	5 -	11 -	16 -	5 -	12 -	17 -	5 10	13 -	18 10	5 10	14 -	19 10
	Via Holland -	6 -	13 4	19 4	6 -	14 -	20 -	7 -	15 8	22 8	7 -	16 4	23 4
	Via Hamburg -	6 -	13 4	19 4	6 -	14 -	20 -	7 -	15 8	22 8	7 -	16 4	23 4
HAMBURG -	" Direct" -	6 -	2 -	8 -	6 -	2 -	8 -	7 -	2 4	9 4	7 -	2 4	9 4
	Via Belgium -	6 -	7 8	13 8	6 -	8 -	14 -	7 -	8 4	15 4	7 -	9 4	16 4
	Via France -	5 -	11 -	16 -	5 -	12 -	17 -	5 10	13 -	18 10	5 10	14 -	19 10
	Via Holland -	6 -	13 4	19 4	6 -	14 -	20 -	7 -	15 8	22 8	7 -	16 4	23 4

LETTERS posted in London, addressed to the several Cities in Europe, and weighing to Ten Ounces inclusive—*continued.*

Under 7½ oz.			Under 8 oz.			Under 8½ oz.			Under 9 oz.			Under 9½ oz.			Under 10 oz.		
British Rate.	Foreign Rate.	TOTAL.	British Rate.	Foreign Rate.	TOTAL.	British Rate.	Foreign Rate.	TOTAL.	British Rate.	Foreign Rate.	TOTAL.	British Rate.	Foreign Rate.	TOTAL.	British Rate.	Foreign Rate.	TOTAL.
s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
6 8	27 6	34 2	6 8	29 4	36 -	7 6	31 2	38 8	7 6	33 -	40 6	8 4	34 10	43 2	8 4	36 8	45 -
6 8	27 6	34 2	6 8	29 4	36 -	7 6	31 2	38 8	7 6	33 -	40 6	8 4	34 10	43 2	8 4	36 8	45 -
13 4	12 6	25 10	13 4	13 4	26 8	15 -	14 2	29 2	15 -	15 -	30 -	16 8	15 10	32 6	16 8	16 8	33 4
24 -	- -	24 -	24 -	- -	24 -	27 -	- -	27 -	27 -	- -	27 -	30 -	- -	30 -	30 -	- -	30 -
10 8	5 4	16 -	10 8	5 4	16 -	12 -	6 -	18 -	12 -	6 -	18 -	13 4	6 8	20 -	13 4	6 8	20 -
6 8	15 -	21 8	6 8	16 -	22 8	7 6	17 -	24 6	7 6	18 -	25 6	8 4	19 -	27 4	8 4	20 -	28 4
6 8	15 -	21 8	6 8	16 -	22 8	7 6	17 -	24 6	7 6	18 -	25 6	8 4	19 -	27 4	8 4	20 -	28 4
8 -	16 10	24 10	8 -	17 8	25 8	9 -	19 2	28 2	9 -	20 -	29 -	10 -	21 6	31 6	10 -	22 4	32 4
8 -	15 6	23 6	8 -	16 -	24 -	9 -	17 6	26 6	9 -	18 -	27 -	10 -	19 6	29 6	10 -	20 -	30 -
8 -	15 6	23 6	8 -	16 -	24 -	9 -	17 6	26 6	9 -	18 -	27 -	10 -	19 6	29 6	10 -	20 -	30 -
8 -	9 8	17 8	8 -	10 8	18 8	9 -	11 -	20 -	9 -	12 -	21 -	10 -	12 4	22 4	10 -	13 4	23 4
6 8	15 -	21 8	6 8	16 -	22 8	7 6	17 -	24 6	7 6	18 -	25 6	8 4	19 -	27 4	8 4	20 -	28 4
8 -	8 -	16 -	8 -	8 -	16 -	9 -	9 -	18 -	9 -	9 -	18 -	10 -	10 -	20 -	10 -	10 -	20 -
8 -	8 -	16 -	8 -	8 -	16 -	9 -	9 -	18 -	9 -	9 -	18 -	10 -	10 -	20 -	10 -	10 -	20 -
6 8	15 -	21 8	6 8	16 -	22 8	7 6	17 -	24 6	7 6	18 -	25 6	8 4	19 -	27 4	8 4	20 -	28 4
8 -	32 10	40 10	8 -	34 8	42 8	9 -	37 2	46 2	9 -	39 -	48 -	10 -	41 6	51 6	10 -	43 4	53 4
8 -	30 -	38 -	8 -	31 6	39 6	9 -	34 -	43 -	9 -	35 6	44 6	10 -	38 -	48 -	10 -	39 6	49 6
8 -	2 8	10 8	8 -	2 8	10 8	9 -	3 -	12 -	9 -	3 -	12 -	10 -	3 4	13 4	10 -	3 4	13 4
8 -	9 8	17 8	8 -	10 8	18 8	9 -	11 -	20 -	9 -	12 -	21 -	10 -	12 4	22 4	10 -	13 4	23 4
6 8	15 -	21 8	6 8	16 0	22 8	7 6	17 -	24 6	7 6	18 -	25 6	8 4	19 -	27 4	8 4	20 -	28 4
8 -	18 -	26 -	8 -	18 8	26 8	9 -	20 4	29 4	9 -	21 -	30 -	10 -	22 8	32 8	10 -	23 4	33 4
8 -	4 -	12 -	8 -	4 -	12 -	9 -	4 6	13 6	9 -	4 6	13 6	10 -	5 -	15 -	10 -	5 -	15 -
8 -	16 10	24 10	8 -	17 8	25 8	9 -	19 2	28 2	9 -	20 -	29 -	10 -	21 6	31 6	10 -	22 4	32 4
6 8	27 6	34 2	6 8	29 4	36 -	7 6	31 2	38 8	7 6	33 -	40 6	8 4	34 10	43 2	8 4	36 8	45 -
8 -	15 6	23 6	8 -	16 -	24 -	9 -	17 6	26 6	9 -	18 -	27 -	10 -	19 6	29 6	10 -	20 -	30 -
5 4	5 -	10 4	5 4	5 4	10 8	6 -	5 8	11 8	6 -	6 -	12 -	6 8	6 4	13 -	6 8	6 8	13 4
5 4	5 -	10 4	5 4	5 4	10 8	6 -	5 8	11 8	6 -	6 -	12 -	6 8	6 4	13 -	6 8	6 8	13 4
10 8	- -	10 8	10 8	- -	10 8	12 -	- -	12 -	12 -	- -	12 -	13 4	- -	13 4	13 4	- -	13 4
8 -	13 4	21 4	8 -	13 4	21 4	9 -	15 -	24 -	9 -	15 -	24 -	10 -	16 8	26 8	10 -	16 8	26 8
8 -	35 4	43 4	8 -	37 4	45 4	9 -	40 -	49 -	9 -	42 -	51 -	10 -	44 8	54 8	10 -	46 8	56 8
6 8	27 6	34 2	6 8	29 4	36 -	7 6	31 2	38 8	7 6	33 -	40 6	8 4	34 10	43 2	8 4	36 8	45 -
8 -	32 -	40 -	8 -	33 8	41 8	9 -	36 4	45 4	9 -	38 -	47 -	10 -	40 8	50 8	10 -	42 4	52 4
8 -	47 10	55 10	8 -	49 8	57 8	9 -	53 2	62 2	9 -	56 -	65 -	10 -	59 6	69 6	10 -	62 4	72 4
6 8	42 6	49 2	6 8	45 4	52 -	7 6	48 2	55 8	7 6	51 -	58 6	8 4	53 10	62 2	8 4	56 8	65 -
8 -	45 6	53 6	8 -	48 -	56 -	9 -	51 6	60 6	9 -	54 -	63 -	10 -	57 6	67 6	10 -	60 -	70 -
8 -	43 -	51 -	8 -	45 4	53 4	9 -	48 8	57 8	9 -	51 -	60 -	10 -	54 4	64 4	10 -	56 8	66 8
6 8	25 -	31 8	6 8	26 8	33 4	7 6	28 4	35 10	7 6	30 -	37 6	8 4	31 8	40 -	8 4	33 4	41 8
8 -	5 4	13 4	8 -	5 4	13 4	9 -	6 -	15 -	9 -	6 -	15 -	10 -	6 8	16 8	10 -	6 8	16 8
8 -	30 4	38 4	8 -	32 -	40 -	9 -	34 4	43 4	9 -	36 -	45 -	10 -	38 4	48 4	10 -	40 -	50 -
6 8	27 6	34 2	6 8	29 4	36 -	7 6	31 2	38 8	7 6	33 -	40 6	8 4	34 10	43 2	8 4	36 8	45 -
8 -	28 -	36 -	8 -	29 4	37 4	9 -	31 8	40 8	9 -	33 -	42 -	10 -	35 4	45 4	10 -	36 8	46 8
6 8	27 6	34 2	6 8	29 4	36 -	7 6	31 2	38 8	7 6	33 -	40 6	8 4	34 10	43 2	8 4	36 8	45 -
6 8	27 6	34 2	6 8	29 4	36 -	7 6	31 2	38 8	7 6	33 -	40 6	8 4	34 10	43 2	8 4	36 8	45 -
8 -	22 10	30 10	8 -	24 -	32 -	9 -	25 10	34 10	9 -	27 -	36 -	10 -	28 10	38 10	10 -	30 -	40 -
8 -	20 6	28 6	8 -	21 4	29 4	9 -	23 2	32 2	9 -	24 -	33 -	10 -	25 10	35 10	10 -	26 8	36 8
8 -	20 4	28 4	8 -	21 4	29 4	9 -	23 -	32 -	9 -	24 -	33 -	10 -	25 8	35 8	10 -	26 8	36 8
6 8	15 -	21 8	6 8	16 -	22 8	7 6	17 -	24 6	7 6	18 -	25 6	8 4	19 -	27 4	8 4	20 -	28 4
8 -	18 -	26 -	8 -	18 8	26 8	9 -	20 4	29 4	9 -	21 -	30 -	10 -	22 8	32 8	10 -	23 4	33 4
8 -	18 -	26 -	8 -	18 8	26 8	9 -	20 4	29 4	9 -	21 -	30 -	10 -	22 8	32 8	10 -	23 4	33 4
8 -	2 8	10 8	8 -	2 8	10 8	9 -	3 -	12 -	9 -	3 -	12 -	10 -	3 4	13 4	10 -	3 4	13 4
8 -	9 8	17 8	8 -	10 8	18 8	9 -	11 -	20 -	9 -	12 -	21 -	10 -	12 4	22 4	10 -	13 4	23 4
6 8	15 -	21 8	6 8	16 -	22 8	7 6	17 -	24 6	7 6	18 -	25 6	8 4	19 -	27 4	8 4	20 -	28 4
8 -	18 -	26 -	8 -	18 8	26 8	9 -	20 4	29 4	9 -	21 -	30 -	10 -	22 8	32 8	10 -	23 4	33 4
8 -	18 -	26 -	8 -	18 8	26 8	9 -	20 4	29 4	9 -	21 -	30 -	10 -	22 8	32 8	10 -	23 4	33 4

NAMES OF PLACES.	Route by which the Letters are forwarded.	Under $\frac{1}{4}$ oz.			Under $\frac{1}{2}$ oz.			Under 1 oz.			Under $1\frac{1}{2}$ oz.			Under 2 oz.		
		British Rate.	Foreign Rate.	TOTAL.	British Rate.	Foreign Rate.	TOTAL.	British Rate.	Foreign Rate.	TOTAL.	British Rate.	Foreign Rate.	TOTAL.	British Rate.	Foreign Rate.	TOTAL.
		s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
HANOVER -	Via Hamburgh -	-	-	-	-	6	-	3	-	9	1	-	6	1	6	2
	Via Belgium -	-	6	11	1	5	-	6	1	6	2	-	1	2	5	3
	Via France -	-	8	11	1	4	-	5	1	10	2	3	-	10	3	8
LEIPZIG -	Via Belgium -	-	6	-	9	1	3	-	6	1	2	1	8	1	-	2
	Via France -	-	5	-	11	1	4	-	5	1	10	2	3	-	10	3
	Via Holland -	-	6	-	9	1	3	-	6	1	-	1	6	1	-	2
LISBON -	"Direct" -	-	-	-	-	1	9	-	-	1	9	3	6	7	-	-
	Via France -	-	5	-	5	-	10	1	3	-	10	1	8	2	6	4
	By Brazil Packet -	-	-	-	-	1	9	-	-	1	9	3	6	7	-	-
MADRID -	Via France -	-	5	-	5	-	10	1	3	-	10	1	8	2	6	4
	Via Southampton -	-	-	-	-	2	2	-	-	2	2	4	4	-	-	4
MUNICH -	Via France -	-	5	-	6	-	11	-	5	1	-	1	5	-	10	2
	Via Belgium -	-	6	-	10	1	4	-	6	1	4	1	10	1	-	2
	Via Holland -	-	6	-	10	1	4	-	6	1	2	1	8	1	-	2
NAPLES -	Via France -	Must be sent unpaid.			-	5	-	-	5	-	10	-	-	-	10	1
	By French Packet -	-	-	-	-	5	-	-	5	-	10	-	-	-	10	1
	Via Belgium -	-	6	-	11	1	5	-	6	1	6	2	-	1	-	2
	Via Holland -	-	6	-	11	1	5	-	6	1	4	1	10	1	-	2
OLDENBURG -	Via Hamburgh -	-	-	-	-	6	-	3	-	9	1	-	6	1	6	2
	Via France -	-	5	-	11	1	4	-	5	1	10	2	3	-	10	3
	Via Belgium -	-	6	-	9	1	3	-	6	1	-	1	6	1	-	2
PALERMO -	Via France -	Must be sent unpaid.			-	5	-	-	5	-	10	-	-	-	10	1
	By French Packet -	-	-	-	-	5	-	-	5	-	10	-	-	-	10	1
	Via Belgium -	-	6	-	11	1	5	-	6	1	6	2	-	1	-	2
	Via Holland -	-	6	-	11	1	5	-	6	1	4	1	10	1	-	2
PARIS -	"Direct" -	-	5	-	5	-	10	1	3	-	10	1	8	2	6	4
ROME -	Via France -	Must be sent unpaid.			-	5	-	-	5	-	10	-	-	-	10	1
	By French Packet -	-	5	-	11	1	4	-	5	1	10	2	3	-	10	3
	Via Belgium -	-	6	-	11	1	5	-	6	1	6	2	-	1	-	2
STOCKHOLM -	Via Hamburgh -	-	-	-	-	6	-	9	1	3	1	-	1	6	2	6
	Via Belgium -	-	6	1	4	1	10	-	6	2	4	2	10	1	-	4
ST. PETERSBURGH	Via Belgium -	-	6	1	1	1	7	-	6	1	7	2	1	1	-	3
	Via Hamburgh -	-	6	1	1	1	7	-	6	1	5	1	11	1	-	2
	Via France -	-	5	-	11	1	4	-	5	1	10	2	3	-	10	3
TURIN -	Via France -	-	5	-	8	1	1	-	5	1	4	1	9	-	10	2
	Via Belgium -	-	6	-	11	1	5	-	6	1	6	2	-	1	-	2
	Via Holland -	-	6	-	11	1	5	-	6	1	4	1	10	1	-	2
	Via Hamburgh -	-	6	-	10	1	4	-	6	1	2	1	8	1	-	2
VIENNA -	Via Belgium -	-	6	1	2	1	8	-	6	2	-	2	6	1	-	4
	Via France -	-	5	-	11	1	4	-	5	1	10	2	3	-	10	3
	Via Holland -	-	6	1	2	1	8	-	6	1	10	2	4	1	-	3
	Via Hamburgh -	-	6	1	1	1	7	-	6	1	8	2	2	1	-	3
WARSAW -	Via Belgium -	-	6	1	1	1	7	-	6	1	7	2	1	1	-	3
	Via Holland -	-	6	1	1	1	7	-	6	1	5	1	11	1	-	2
	Via Hamburgh -	-	6	1	1	1	7	-	6	1	5	1	11	1	-	2
	Via France -	-	5	-	11	1	4	-	5	1	10	2	3	-	10	3
WURTEMBERG -	Via France -	-	5	-	6	-	11	-	5	1	-	1	5	-	10	2
	Via Belgium -	-	6	1	-	1	6	-	6	1	8	2	2	1	-	3
	Via Holland -	-	6	1	-	1	6	-	6	1	6	2	-	1	-	3
	Via Hamburgh -	-	6	1	-	1	6	-	6	1	6	2	-	1	-	3

Under 2½ oz.			Under 3 oz.			Under 3½ oz.			Under 4 oz.			Under 4½ oz.			Under 5 oz.		
British Rate.	Foreign Rate.	TOTAL.	British Rate.	Foreign Rate.	TOTAL.	British Rate.	Foreign Rate.	TOTAL.	British Rate.	Foreign Rate.	TOTAL.	British Rate.	Foreign Rate.	TOTAL.	British Rate.	Foreign Rate.	TOTAL.
s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
3 - 1 6	4 6	3 - 1 6	4 6	4 - 2 -	6 -	4 - 2 -	6 -	5 - 2 6	7 6	5 - 2 6	7 6	5 - 2 6	7 6	5 - 2 6	7 6	5 - 2 6	7 6
3 - 7 10	10 10	3 - 9 -	12 -	4 - 10 10	14 10	4 - 12 -	16 -	5 - 13 10	18 10	5 - 15 -	20 -	5 - 16 6	20 8	5 - 18 4	22 6	5 - 20 -	24 6
2 6 9 2	11 8	2 6 11 -	13 6	3 4 12 10	16 2	3 4 12 10	16 2	4 - 14 8	18 -	4 2 16 2	20 8	4 2 16 2	20 8	4 2 18 4	22 6	4 2 20 -	24 6
3 - 5 2	8 2	3 - 6 -	9 -	4 - 7 6	11 6	4 - 8 4	12 4	5 - 9 10	14 10	5 - 10 8	15 8	5 - 10 8	15 8	5 - 12 6	17 6	5 - 14 2	19 2
2 6 9 2	11 8	2 6 11 -	13 6	3 4 12 10	16 2	3 4 12 10	16 2	4 - 14 8	18 -	4 2 16 2	20 8	4 2 16 2	20 8	4 2 18 4	22 6	4 2 20 -	24 6
3 - 5 6	8 6	3 - 6 -	9 -	4 - 7 6	11 6	4 - 8 -	12 -	5 - 9 6	14 6	5 - 10 -	15 -	5 - 10 -	15 -	5 - 12 -	17 -	5 - 14 -	19 -
10 6 -	10 6	10 6 -	10 6	14 - -	14 -	14 - -	14 -	17 6 -	17 6	17 6 -	17 6	17 6 -	17 6	17 6 -	17 6	17 6 -	17 6
2 6 4 2	6 8	2 6 5 -	7 6	3 4 5 10	9 2	3 4 6 8	10 -	4 2 7 6	11 8	4 2 8 4	12 6	4 2 8 4	12 6	4 2 10 -	14 2	4 2 12 -	16 2
13 - -	13 -	13 -	13 -	17 4 -	17 4	17 4 -	17 4	21 8 -	21 8	21 8 -	21 8	21 8 -	21 8	21 8 -	21 8	21 8 -	21 8
2 6 5 -	7 6	2 6 6 -	8 6	3 4 7 -	10 4	3 4 8 -	11 4	4 2 9 -	13 2	4 2 10 -	14 2	4 2 10 -	14 2	4 2 12 -	16 2	4 2 14 -	18 2
3 - 7 -	10 -	3 - 8 -	11 -	4 - 9 8	13 8	4 - 10 8	14 8	5 - 12 4	17 4	5 - 13 4	18 4	5 - 13 4	18 4	5 - 15 -	20 -	5 - 17 -	22 -
3 - 6 4	9 4	3 - 7 -	10 -	4 - 8 8	12 8	4 - 9 4	13 4	5 - 11 -	16 -	5 - 12 -	17 -	5 - 12 -	17 -	5 - 14 -	19 -	5 - 16 -	21 -
2 6 -	2 6	2 6 -	2 6	3 4 -	3 4	3 4 -	3 4	4 2 -	4 2	4 2 -	4 2	4 2 -	4 2	4 2 -	4 2	4 2 -	4 2
3 - 7 10	10 10	3 - 9 -	12 -	4 - 10 10	14 10	4 - 12 -	16 -	5 - 13 10	18 10	5 - 15 -	20 -	5 - 16 6	20 8	5 - 18 4	22 6	5 - 20 -	24 6
3 - 7 2	10 2	3 - 8 -	11 -	4 - 9 10	13 10	4 - 10 8	14 8	5 - 12 6	17 6	5 - 13 4	18 4	5 - 13 4	18 4	5 - 15 -	20 -	5 - 17 -	22 -
3 - 1 6	4 6	3 - 1 6	4 6	4 - 2 -	6 -	4 - 2 -	6 -	5 - 2 6	7 6	5 - 2 6	7 6	5 - 2 6	7 6	5 - 2 6	7 6	5 - 2 6	7 6
2 6 9 2	11 8	2 6 11 -	13 6	3 4 12 10	16 2	3 4 12 10	16 2	4 - 14 8	18 -	4 2 16 6	20 8	4 2 16 6	20 8	4 2 18 4	22 6	4 2 20 -	24 6
3 - 5 6	8 6	3 - 6 -	9 -	4 - 7 6	11 6	4 - 8 -	12 -	5 - 9 6	14 6	5 - 10 -	15 -	5 - 10 -	15 -	5 - 12 -	17 -	5 - 14 -	19 -
2 6 -	2 6	2 6 -	2 6	3 4 -	3 4	3 4 -	3 4	4 2 -	4 2	4 2 -	4 2	4 2 -	4 2	4 2 -	4 2	4 2 -	4 2
3 - 7 10	10 10	3 - 9 -	12 -	4 - 10 10	14 10	4 - 12 -	16 -	5 - 13 10	18 10	5 - 15 -	20 -	5 - 16 6	20 8	5 - 18 4	22 6	5 - 20 -	24 6
3 - 7 2	10 2	3 - 8 -	11 -	4 - 9 10	13 10	4 - 10 8	14 8	5 - 12 6	17 6	5 - 13 4	18 4	5 - 13 4	18 4	5 - 15 -	20 -	5 - 17 -	22 -
2 6 4 2	6 8	2 6 5 -	7 6	3 4 5 10	9 2	3 4 6 8	10 -	4 2 7 6	11 8	4 2 8 4	12 6	4 2 8 4	12 6	4 2 10 -	14 2	4 2 12 -	16 2
2 6 9 2	11 8	2 6 11 -	13 6	3 4 12 10	16 2	3 4 12 10	16 2	4 - 14 8	18 -	4 2 16 6	20 8	4 2 16 6	20 8	4 2 18 4	22 6	4 2 20 -	24 6
3 - 7 10	10 10	3 - 9 -	12 -	4 - 10 10	14 10	4 - 12 -	16 -	5 - 13 10	18 10	5 - 15 -	20 -	5 - 16 6	20 8	5 - 18 4	22 6	5 - 20 -	24 6
3 - 4 6	7 6	3 - 4 6	7 6	4 - 6 -	10 -	4 - 6 -	10 -	5 - 7 6	12 6	5 - 7 6	12 6	5 - 7 6	12 6	5 - 9 -	14 -	5 - 11 -	16 -
3 - 12 -	15 -	3 - 14 -	17 -	4 - 16 8	20 8	4 - 18 8	22 8	5 - 21 4	26 4	5 - 23 4	28 4	5 - 23 4	28 4	5 - 25 -	30 -	5 - 27 -	32 -
3 - 8 6	11 6	3 - 9 6	12 6	4 - 11 8	15 8	4 - 12 8	16 8	5 - 14 10	19 10	5 - 15 10	20 10	5 - 15 10	20 10	5 - 17 10	22 10	5 - 19 10	24 10
2 6 7 10	10 10	2 6 8 6	11 6	3 4 10 8	14 8	3 4 11 4	15 4	4 2 13 6	18 6	4 2 14 2	19 2	4 2 14 2	19 2	4 2 16 2	21 2	4 2 18 2	23 2
2 6 9 2	11 8	2 6 11 -	13 6	3 4 12 10	16 2	3 4 12 10	16 2	4 - 14 8	18 -	4 2 16 6	20 8	4 2 16 6	20 8	4 2 18 4	22 6	4 2 20 -	24 6
2 6 6 8	9 2	2 6 8 -	10 6	3 4 9 4	12 8	3 4 10 8	14 -	4 2 12 -	16 2	4 2 13 4	17 6	4 2 13 4	17 6	4 2 15 -	20 -	4 2 17 -	22 -
3 - 7 10	10 10	3 - 9 -	12 -	4 - 10 10	14 10	4 - 12 -	16 -	5 - 13 10	18 10	5 - 15 -	20 -	5 - 16 6	20 8	5 - 18 4	22 6	5 - 20 -	24 6
3 - 7 2	10 2	3 - 8 -	11 -	4 - 9 10	13 10	4 - 10 8	14 8	5 - 12 6	17 6	5 - 13 4	18 4	5 - 13 4	18 4	5 - 15 -	20 -	5 - 17 -	22 -
3 - 6 4	9 4	3 - 7 -	10 -	4 - 8 8	12 8	4 - 9 4	13 4	5 - 11 -	16 -	5 - 12 -	17 -	5 - 12 -	17 -	5 - 14 -	19 -	5 - 16 -	21 -
3 - 10 4	13 4	3 - 12 -	15 -	4 - 14 8	18 4	4 - 16 -	20 -	5 - 18 4	23 4	5 - 20 -	24 -	5 - 20 -	24 -	5 - 22 -	26 -	5 - 24 -	28 -
2 6 9 2	11 8	2 6 11 -	13 6	3 4 12 10	16 2	3 4 12 10	16 2	4 - 14 8	18 -	4 2 16 6	20 8	4 2 16 6	20 8	4 2 18 4	22 6	4 2 20 -	24 6
3 - 9 8	12 8	3 - 11 -	14 -	4 - 13 4	17 4	4 - 14 8	18 8	5 - 17 -	22 -	5 - 18 4	23 4	5 - 18 4	23 4	5 - 20 -	24 -	5 - 22 -	26 -
3 - 8 10	11 10	3 - 10 -	13 -	4 - 12 2	16 2	4 - 13 4	17 4	5 - 15 6	20 6	5 - 16 8	21 8	5 - 16 8	21 8	5 - 18 8	23 8	5 - 20 8	25 8
3 - 8 6	11 6	3 - 9 6	12 6	4 - 11 8	15 8	4 - 12 8	16 8	5 - 14 10	19 10	5 - 15 10	20 10	5 - 15 10	20 10	5 - 17 10	22 10	5 - 19 10	24 10
3 - 7 10	10 10	3 - 8 6	11 6	4 - 10 8	14 8	4 - 11 4	15 4	5 - 13 6	18 6	5 - 14 2	19 2	5 - 14 2	19 2	5 - 16 2	21 2	5 - 18 2	23 2
3 - 7 10	10 10	3 - 8 6	11 6	4 - 10 8	14 8	4 - 11 4	15 4	5 - 13 6	18 6	5 - 14 2	19 2	5 - 14 2	19 2	5 - 16 2	21 2	5 - 18 2	23 2
2 6 9 2	11 8	2 6 11 -	13 6	3 4 12 10	16 2	3 4 12 10	16 2	4 - 14 8	18 -	4 2 16 6	20 8	4 2 16 6	20 8	4 2 18 4	22 6	4 2 20 -	24 6
2 6 5 -	7 6	2 6 6 -	8 6	3 4 7 -	10 4	3 4 8 -	11 4	4 2 9 -	13 2	4 2 10 -	14 2	4 2 10 -	14 2	4 2 12 -	16 2	4 2 14 -	18 2
3 - 9 -	12 -	3 - 10 4	13 4	4 - 12 8	16 8	4 - 14 -	18 -	5 - 16 4	21 4	5 - 17 8	22 8	5 - 17 8	22 8	5 - 19 8	24 8	5 - 21 8	26 8
3 - 8 -	11 -	3 - 9 -	12 -	4 - 11 -	15 -	4 - 12 -	16 -	5 - 14 -	19 -	5 - 15 -	20 -	5 - 15 -	20 -	5 - 17 -	22 -	5 - 19 -	24 -

(continued on page 8.)

AMOUNT OF POSTAGE, BRITISH AND FOREIGN, CHARGEABLE ON LETTERS

NAMES OF PLACES.	Route by which the Letters are forwarded.	Under 5½ oz.			Under 6 oz.			Under 6½ oz.			Under 7 oz.		
		British Rate.	Foreign Rate.	TOTAL.	British Rate.	Foreign Rate.	TOTAL.	British Rate.	Foreign Rate.	TOTAL.	British Rate.	Foreign Rate.	TOTAL.
		s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
HANOVER -	Via Hamburgh -	6 -	3 -	9 -	6 -	3 -	9 -	7 -	3 6	10 6	7 -	3 6	10 6
	Via Belgium -	6 -	16 10	22 10	6 -	18 -	24 -	7 -	19 10	26 10	7 -	21 -	28 -
	Via France -	5 -	20 2	25 2	5 -	22 -	27 -	5 10	23 10	29 8	5 10	25 8	31 6
LEIPZIG -	Via Belgium -	6 -	12 2	18 2	6 -	13 -	19 -	7 -	14 6	21 6	7 -	15 4	22 4
	Via France -	5 -	20 2	25 2	5 -	22 -	27 -	5 10	23 10	29 8	5 10	25 8	31 6
	Via Holland -	6 -	11 6	17 6	6 -	12 -	18 -	7 -	13 6	20 6	7 -	14 -	21 -
LISBON -	"Direct" -	21 -	-	21 -	21 -	-	21 -	24 6	-	24 6	24 6	-	24 6
	Via France -	5 -	9 2	14 2	5 -	10 -	15 -	5 10	10 10	16 8	5 10	11 8	17 6
	By Brasil Packet -	21 -	-	21 -	21 -	-	21 -	24 6	-	24 6	24 6	-	24 6
MADRID -	Via France -	5 -	9 2	14 2	5 -	10 -	15 -	5 10	10 10	16 8	5 10	11 8	17 6
	Via Southampton -	26 -	-	26 -	26 -	-	26 -	30 4	-	30 4	30 4	-	30 4
MUNICH -	Via France -	5 -	11 -	16 -	5 -	12 -	17 -	5 10	13 -	18 10	5 10	14 -	19 10
	Via Belgium -	6 -	15 -	21 -	6 -	16 -	22 -	7 -	17 8	24 8	7 -	18 8	25 8
	Via Holland -	6 -	13 4	19 4	6 -	14 -	20 -	7 -	15 8	22 8	7 -	16 4	23 4
NAPLES -	Via France -	(Must be sent unpaid.)											
	By French Packet -	5 -	-	5 -	5 -	-	5 -	5 10	-	5 10	5 10	-	5 10
	Via Belgium -	6 -	16 10	22 10	6 -	18 -	24 -	7 -	19 10	26 10	7 -	21 -	28 -
	Via Holland -	6 -	15 2	21 2	6 -	16 -	22 -	7 -	17 10	24 10	7 -	18 8	25 8
OLDENBURG -	Via Hamburgh -	6 -	3 -	9 -	6 -	3 -	9 -	7 -	3 6	10 6	7 -	3 6	10 6
	Via France -	5 -	20 2	25 2	5 -	22 -	27 -	5 10	23 10	29 8	5 10	25 8	31 6
	Via Belgium -	6 -	11 6	17 6	6 -	12 -	18 -	7 -	13 6	20 6	7 -	14 -	21 -
PALERMO -	Via France -	(Must be sent unpaid.)											
	By French Packet -	5 -	-	5 -	5 -	-	5 -	5 10	-	5 10	5 10	-	5 10
	Via Belgium -	6 -	16 10	22 10	6 -	18 -	24 -	7 -	19 10	26 10	7 -	21 -	28 -
	Via Holland -	6 -	15 2	21 2	6 -	16 -	22 -	7 -	17 10	24 40	7 -	18 8	25 8
PARIS -	"Direct" -	5 -	9 2	14 2	5 -	10 -	15 -	5 10	10 10	16 8	5 10	11 8	17 6
ROME -	Via France -	(Must be sent unpaid.)											
	By French Packet -	5 -	20 2	25 2	5 -	22 -	27 -	5 10	23 10	29 8	5 10	25 8	31 6
	Via Belgium -	6 -	16 10	22 10	6 -	18 -	24 -	7 -	19 10	26 10	7 -	21 -	28 -
STOCKHOLM -	Via Hamburgh -	6 -	9 -	15 -	6 -	9 -	15 -	7 -	10 6	17 6	7 -	10 6	17 6
	Via Belgium -	6 -	26 -	32 -	6 -	28 -	34 -	7 -	30 8	37 8	7 -	32 8	39 8
St. PETERSBURGH -	Via Belgium -	6 -	18 -	24 -	6 -	19 -	25 -	7 -	21 2	28 2	7 -	22 2	29 2
	Via Hamburgh -	6 -	16 4	22 4	6 -	17 -	23 -	7 -	19 2	26 2	7 -	19 10	26 10
	Via France -	5 -	20 2	25 2	5 -	22 -	27 -	5 10	23 10	29 8	5 10	25 8	31 6
TURIN -	Via France -	5 -	14 8	19 8	5 -	16 -	21 -	5 10	17 4	23 2	5 10	18 8	24 6
	Via Belgium -	6 -	16 10	22 10	6 -	18 -	24 -	7 -	19 10	26 10	7 -	21 -	28 -
	Via Holland -	6 -	15 2	21 2	6 -	16 -	22 -	7 -	17 10	24 10	7 -	18 8	25 8
	Via Hamburgh -	6 -	13 4	19 4	6 -	14 -	20 -	7 -	15 8	22 8	7 -	16 4	23 4
VIENNA -	Via Belgium -	6 -	22 4	28 4	6 -	24 -	30 -	7 -	26 4	33 4	7 -	28 -	35 -
	Via France -	5 -	20 2	25 2	5 -	22 -	27 -	5 10	23 10	29 8	5 10	25 8	31 6
	Via Holland -	6 -	20 8	26 8	6 -	22 -	28 -	7 -	24 4	31 4	7 -	25 8	32 8
	Via Hamburgh -	6 -	18 10	24 10	6 -	20 -	26 -	7 -	22 2	29 2	7 -	23 4	30 4
WARSAW -	Via Belgium -	6 -	18 -	24 -	6 -	19 -	25 -	7 -	21 2	28 2	7 -	22 2	29 2
	Via Holland -	6 -	16 4	22 4	6 -	17 -	23 -	7 -	19 2	26 2	7 -	19 10	26 10
	Via Hamburgh -	6 -	16 4	22 4	6 -	17 -	23 -	7 -	19 2	26 2	7 -	19 10	26 10
	Via France -	5 -	20 2	25 2	5 -	22 -	27 -	5 10	23 10	29 8	5 10	25 8	31 6
WURTEMBERG -	Via France -	5 -	11 -	16 -	5 -	12 -	17 -	5 10	13 -	18 10	5 10	14 -	19 10
	Via Belgium -	6 -	20 -	26 -	6 -	21 4	27 4	7 -	23 8	30 8	7 -	25 -	32 -
	Via Holland -	6 -	17 -	23 -	6 -	18 -	24 -	7 -	20 -	27 -	7 -	21 -	28 -
	Via Hamburgh -	6 -	17 -	23 -	6 -	18 -	24 -	7 -	20 -	27 -	7 -	21 -	28 -

(continued from page 7.)

General Post Office, }
20 July 1852. }

Under 7½ oz.			Under 8 oz.			Under 8½ oz.			Under 9 oz.			Under 9½ oz.			Under 10 oz.		
British Rate.	Foreign Rate.	Total.	British Rate.	Foreign Rate.	Total.	British Rate.	Foreign Rate.	Total.	British Rate.	Foreign Rate.	Total.	British Rate.	Foreign Rate.	Total.	British Rate.	Foreign Rate.	Total.
s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
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6 8 27 6	34 2	6 8 29 4	36 -	7 6 31 2	38 8	7 6 33 -	40 6	8 4 34 10	43 2	8 4 36 8	45 -	8 4 36 8	45 -	8 4 36 8	45 -	8 4 36 8	45 -
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34 8 - -	34 8	34 8 - -	34 8	39 - - -	39 -	39 - - -	39 -	43 4 - -	43 4	43 4 - -	43 4	43 4 - -	43 4	43 4 - -	43 4	43 4 - -	43 4
6 8 15 -	21 8	6 8 16 -	22 8	7 6 17 -	24 6	7 6 18 -	25 6	8 4 19 -	27 4	8 4 20 -	28 4	8 4 20 -	28 4	8 4 20 -	28 4	8 4 20 -	28 4
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6 8 27 6	34 2	6 8 29 4	36 -	7 6 31 2	38 8	7 6 33 -	40 6	8 4 34 10	43 2	8 4 36 8	45 -	8 4 36 8	45 -	8 4 36 8	45 -	8 4 36 8	45 -
8 - 28 -	36 -	8 - 29 4	37 4	9 - 31 8	40 8	9 - 33 -	42 -	10 - 35 4	45 4	10 - 36 8	46 8	10 - 36 8	46 8	10 - 36 8	46 8	10 - 36 8	46 8
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6 8 15 -	21 8	6 8 16 -	22 8	7 6 17 -	24 6	7 6 18 -	25 6	8 4 19 -	27 4	8 4 20 -	28 4	8 4 20 -	28 4	8 4 20 -	28 4	8 4 20 -	28 4
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8 - 23 -	31 -	8 - 24 -	32 -	9 - 26 -	35 -	9 - 27 -	36 -	10 - 29 -	39 -	10 - 30 -	40 -	10 - 30 -	40 -	10 - 30 -	40 -	10 - 30 -	40 -

W. L. MABERLY.

BRITISH AND FOREIGN POSTAGE.

TABLE showing the Amount of POSTAGE,
BRITISH AND FOREIGN, chargeable on LETTERS
Posted in London, addressed to the several
Cities in Europe within mentioned, and weigh-
ing from a Quarter of an Ounce to Ten Ounces
inclusive.

[*Brought from the Lords, 17 February 1853.*]

*Ordered, by The House of Commons, to be Printed,
18 February 1853.*

142.

Under 2 oz.

COLONIAL POSTAGE.

RETURN to an Address of the Honourable The House of Commons,
dated 15 February 1853;—for,

“COPIES of CORRESPONDENCE between Sir *John Pakington* and the Postmaster-General, in the Year 1852, in reference to a REDUCTION in the RATES of COLONIAL POSTAGE.”

Colonial Office, Downing-street, }
8 March 1853.

FREDERICK PEEL.

— No. 1. —

COPY of a LETTER from *H. Merivale*, Esq. to Lieutenant-Colonel *Maberly*.

Sir,

Downing-street, 21 September 1852.

No. 1.
H. Merivale, Esq.
to Lieut.-Colonel
Maberly.
21 Sept. 1852.

I AM directed by Secretary Sir John Pakington to acquaint you, for the information of the Postmaster-general, that he has received numerous applications, both from the colonies and from this country, praying that the benefits of a cheap and uniform postage may be extended to colonial communication.

I am desired to inform you, that Sir John Pakington concurs with the petitioners as to the advantages which would result from the concession, and that he is favourably disposed to it, if the arrangement can be effected without serious difficulty; and I am to request that you will move the Earl of Hardwicke to favour Sir John Pakington with his opinion on the subject.

I am also directed to acquaint you, that owing to the large and increasing amount of emigration to the British colonies, and to the desire of persons who prosper there to send home money in order to assist their relations to follow them from this country, the want has grown up of an opportunity for numerous small remittances from the colonies. From North America they are made to a very large amount indeed, which was estimated at more than 1,000,000 *l.* sterling in the past year, through the intervention of private firms; but those firms complain much of the trouble and responsibility which they involve, and in some cases where houses of inferior respectability may be employed, the poor are liable to be defrauded of the benefit intended for them. There can be no doubt that the practice on the part of persons who have improved their condition by emigration, of sending home money to enable their friends to follow them, is highly laudable, and that it is deserving of encouragement both in a moral and social point of view. In Australia, however, the habit has not yet become nearly so general as in North America, and it is not improbable that, to some considerable extent, it is checked by the want of convenient and readily intelligible means of sending home the requisite funds.

Under these circumstances, the question has been proposed, whether it might not be possible to extend to colonial correspondence the system of making payments by Post-office Orders, which has been so successful in this country; and I am to request that you will bring the subject, with the foregoing statement, under the notice of the Earl of Hardwicke, and will inform me whether the suggestion appears to his Lordship one which could be entertained, and rendered fit for practical adoption. If this result could be secured, Sir John Pakington believes it would be a great boon to the colonies and to the humbler classes in this country.

I have, &c.
(signed) *H. Merivale*.

— No. 2. —

COPY of a LETTER from *J. Tilley*, Esq. to *H. Merivale*, Esq.

No. 2.
J. Tilley, Esq. to
H. Merivale, Esq.
 8 October 1852.

Sir,
 THE Postmaster-general has had under consideration your letter of the 21st ultimo, and with reference to that portion of it which relates to the proposed extension of a cheap and uniform postage to letters transmitted between the United Kingdom and the several British colonies, I am directed by his Lordship to transmit to you, for the information of Sir John Pakington, the enclosed copy of a letter which he addressed to the Lords of Her Majesty's Treasury on this subject in April last, with a copy of the reply of their Lordships; and I have to state, that the Postmaster-general will be glad to know whether the measure proposed in this correspondence is such as Sir John Pakington has in view. If so, the Postmaster-general will be prepared to renew his application to the Treasury on this subject.

H. Merivale, Esq.
 &c. &c. &c.

I have, &c.
 (signed) *J. Tilley*,
 Assistant Secretary.

Enclosure in No. 2.

Encl. in No. 2.

TO the Right Honourable the Lords Commissioners of Her Majesty's Treasury.

My Lords,

MY predecessor, in a letter dated the 9th September 1850, brought under the consideration of your Lordships' Board, the importance of establishing uniform rates of postage upon letters, newspapers, books, and Parliamentary Proceedings, transmitted either by packet or private ship between the United Kingdom and all British colonies, and of combining in such uniform rates the total charge, imperial and colonial, to destination, by which means it was proposed to afford to the public the option of paying the whole of the postage (as regards letters), in advance, either in this country or in the colony, or of forwarding the letters unpaid.

As a preliminary measure, letters were addressed by the Treasury to the Secretary of State for the Colonies, and to the Secretary of the India Board, acquainting them with the proposition which had been made by the Postmaster-general, and requesting that the necessary information, relative to the rates charged in the several colonies, and in the East Indies, on letters, &c., might be furnished.

The required information has, up to the present time, been received from Heligoland, the Cape of Good Hope, Ceylon, Labuan, South Australia, Van Diemen's Land, New South Wales, St. Helena and Sierra Leone, and although there remain several colonies from which no reports have yet been received, there nevertheless appears sufficient information to serve as the basis of a general measure for the Crown colonies, leaving the East Indies to be dealt with when the requisite particulars are supplied.

The information gathered from the reports made by the several colonies, confirms the impression of my predecessor, that, in no other instance than that of Heligoland (which was proposed to be exempted from the arrangement in respect to the amount of its rate), the establishment of a shilling rate, would raise the present total charge, while there are comparatively but few cases in which such arrangement would materially lower the charge.

The most striking of these cases, is that of Ceylon, where it appears that, even upon the letters conveyed direct from this country by British contract packets, and consequently without any expense to the colonial government, a sea rate of 1s. is nevertheless added at the colonial post-office, which just doubles the cost to the public, thus raising a great obstacle to correspondence, and injuring the home revenue. A state of things showing the necessity for some such arrangement as that proposed by my predecessor.

There appears every reason, therefore, for carrying out the measure recommended by the Marquess of Clanricarde's letter of the 9th September 1850, at least so far as relates to the Crown colonies; immediate effect being given to the measure in all colonies whose postal arrangements are under my control, and negotiations being forthwith commenced as regards the others.

The original proposition consisted in fixing the uniform rate of postage at the amount already charged in most cases, viz., 1s. the half-ounce, with the present scale of advance, the same to free the letter to its place of destination, and to be pre-paid or not, at the option of the sender. Of this shilling it was proposed, that, as in the case of Canada, 2d. should be assigned to the colonial post-office as its inland rate, the remaining 10d. being assigned to the British office as its inland rate and sea postage combined.

Of course to this uniform rate, addition would have to be made, as at present, when the letter should be subjected to a foreign transit postage, as in the case of letters to the East Indies *via* Marseilles, and to Canada *via* the United States.

It would remain to deal with the division of the rate on letters conveyed by ship, as also with newspapers and Parliamentary Proceedings.

Where letters are conveyed by ship, the colony is of course entitled to a larger share of the

the postage, and I should recommend that the 1*s.* rate be equally divided between the Home Government and the colony, an arrangement somewhat more favourable to the colonies than that which now exists.

Newspapers are conveyed at rates which vary considerably. In many cases they pass entirely free of charge; in others, a charge (generally of 1*d.* each) is made either in this country or in the colony; but I am not aware of any case in which a newspaper is charged in both. In this country the rule is to charge nothing if the newspaper be carried by packet, and 1*d.* if by private ship. In the colonies the practice is exceedingly variable.

The adoption of a uniform rule, therefore, implies either the imposing of a rate in those cases where newspapers go free, or the extension of free conveyance to those newspapers which are now charged, an alternative which would not only cause some loss to the revenue, but would augment an inconvenience already seriously felt by this department.

Parliamentary Proceedings it is very desirable, for the sake of simplicity, to place on the same footing as other books; as, however, this would, in many cases, involve an increase in the present rates (generally from 1*d.*, though in a few cases from 2*d.* per quarter-pound, to 6*d.* per half-pound), this change, as well as the establishment of a rate on all newspapers, would tend to produce dissatisfaction, which I fear would scarcely be allayed by the very moderate and exceptional reduction implied in the establishment of a uniform letter rate of 1*s.*

If, however, the interests of the revenue should be found to admit of a decided reduction in the general rate, all minor dissatisfaction would probably disappear amidst the gratification arising from so popular a measure.

Considering the vast importance of strengthening the ties between the colonies and the mother country, I am of opinion that some revenue may wisely be sacrificed, or at least risked, for the purpose of multiplying correspondence and giving to the colonies a valuable and acceptable privilege.

Impressed with the importance of these views, I submit, for the consideration of your Lordships, without at present suggesting any change in the inter-colonial postage, the propriety of lowering the present postal charges between the mother country and the Crown colonies to a uniform rate of 6*d.* to be divided, as regards colonies the ports of which are not under my control, in the same proportions as originally proposed in regard to the 1*s.* rate; thus giving 5*d.* or 3*d.* to the mother country and 1*d.* or 3*d.* to the colony, according as the letter is conveyed by packet or private ship, and the course of proceeding being in all other respects the same as recommended above.

With so large a reduction on letters, I should have no hesitation in recommending that Parliamentary Proceedings should be placed on the same footing as other books, and that a uniform rate of 1*d.* (also to be paid in advance) should be established on newspapers, the same freeing them to their destination either way, and the postage being retained by whichever party collects it.

Under this combined arrangement, Heligoland would of course be no longer (as formerly proposed) an exception to the general rule; and, what is more important, the scale for letters would be the same (substituting ounces for pounds) as that recently adopted for books.

Supposing the rates to be thus reduced, I think a corresponding reduction should take place in the gratuities payable to the masters of private ships; and I propose that the present payment of 2*d.* per letter and 1*d.* per newspaper be reduced by one-half. I would suggest also a proportionate reduction in the allowance to the Custom-house officers for letters landed at Gravesend, viz. from 1½*d.* to ¾*d.* per letter, as also in the allowance to boatmen for bringing ship-letters ashore in the Channel, and in any other allowances now made in respect of ship-letters.

There are no exact data for ascertaining the amount of revenue which would be risked by either of the uniform rates proposed, but so far as can be judged from a rough estimate founded on the state of things in 1848, it would be about 10,000*l.* per annum in case of the 1*s.* rate being fixed, and about 50,000*l.* per annum in the case of the 6*d.* rate being determined on, omitting the Government postage in both cases. Judging, however, by past experience, there can be little doubt that the greater part of any deficit that might arise would, in a few years, be made up by increase in the number of letters. Considering this, and bearing in mind that the obligation to consult certain of the Colonial Legislatures necessitates a gradual introduction of the measure, I think it probable that the loss of revenue in any one year will not exceed 20,000*l.*

Having thus fully stated to your Lordships my views on this subject, I beg to leave it to your favourable consideration.

I have, &c.

(signed) *Hardwicke.*

General Post-Office, 27 April 1852.

My Lord,

Treasury Chambers, 29 May 1852.

I HAVE laid before the Lords Commissioners of Her Majesty's Treasury your Lordship's letter of the 27th ultimo, recommending a reduced uniform rate of postage to the British Colonies, and am directed by their Lordships to acquaint you, that my Lords do not feel warranted at present in sanctioning an arrangement for a uniform reduced rate of postage to the British Colonies, which, however desirable, would involve a considerable loss of revenue.

I have, &c.

(signed) *Geo. A. Hamilton.*

The Postmaster-General, &c. &c. &c.

— No. 3. —

COPY of a LETTER from *H. Merivale*, Esq. to *J. Tilley*, Esq.

No. 3.
H. Merivale, Esq.
 to *J. Tilley*, Esq.
 8 November 1852.

Sir,

Downing-street, 8 November 1852.

I AM directed by Secretary Sir John Pakington to acknowledge the receipt of your letter of the 8th ultimo, in which, with reference to Mr. Merivale's letter of the 21st of September, you transmit the copies of a correspondence which had already passed with the Lords Commissioners of the Treasury on the subject to which the Postmaster-general's attention has since been drawn by Sir John Pakington, of a cheap and uniform postage to the colonies.

I am desired to acquaint you, for the information of the Postmaster-general, that Sir John Pakington is satisfied that the scheme proposed in the Earl of Hardwicke's letter to the Treasury, dated the 27th of April last, by which a general sixpenny rate would be established for all letters under half an ounce sent to the British colonies, with the requisite dependent arrangements as to the transmission of Parliamentary Proceedings and newspapers, would be a most valuable boon to Her Majesty's colonial subjects, and to all in this country who have private or commercial relations with the colonies, and that Sir John Pakington would be very glad if the Postmaster-general should be able again to bring the proposal before the Lords Commissioners of the Treasury, in such a manner as may lead to its favourable reconsideration.

I have, &c.

(signed) *H. Merivale*.

COLONIAL POSTAGE.

COPIES of CORRESPONDENCE between Sir John
Pakington and the Postmaster-General, in the
 Year 1853, in reference to a REDUCTION in the
 RATES of COLONIAL POSTAGE.

(Mr. Moffatt.)

Ordered, by the House of Commons, to be Printed,
 8 March 1853.

204.

Under 1 oz.

RETURN to an Order of the Honourable The House of Commons, dated 31 May 1853:—for,

RETURN “of the several RATES of POSTAGE, Foreign and Colonial, at present charged for the Classes of Single, Double, and Larger Sizes; stating the Weights allowed for each Class, and showing the Number of Miles from London to each Place, and the Portion of that Distance of Sea.”

A STATEMENT of the several Rates of Postage at present charged on Foreign and Colonial Letters, showing the Progressive Scale of Charge.

RATES OF POSTAGE.								NAMES OF PLACES TO WHICH SUCH RATE APPLIES.	
FIRST SCALE.	RATES OF POSTAGE.							FOREIGN COUNTRIES.	
	First Rate. Under Quarter of an Ounce.	Second Rate. Weighing Quarter of an Ounce, and under Half an Ounce.	Third Rate. Weighing Half an Ounce.	Fourth Rate. Exceeding Half an Ounce, and under Three- Quarters of an Ounce.	Fifth Rate. Weighing Three Quar- ters of an Ounce, and under One Ounce.	Sixth Rate. Weighing One Ounce.	Seventh Rate. Exceeding One Ounce and under One Ounce and a Quarter.		
Note.—These rates advance one additional rate for each successive quarter of an ounce foreign, and two rates for each successive ounce British.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	
	1 3	1 6	1 9	2 9	3 —	3 3	5 3		Baden <i>viâ</i> Holland and Hamburg; Brunswick <i>viâ</i> Holland; Galicia <i>viâ</i> Hamburg; Mecklenburg <i>viâ</i> Holland; Oldenburg <i>viâ</i> Holland; Saxony <i>viâ</i> Holland and Hamburg; Silesia <i>viâ</i> Hamburg.
	1 4	1 8	2 —	3 —	3 4	3 8	5 8		Bavaria <i>viâ</i> Holland and Hamburg; Belgrade <i>viâ</i> Hamburg; Bremen <i>viâ</i> Holland; Saxe Coburg, Frankfurt, and Hesse, <i>viâ</i> Holland and Hamburg; Cuxhaven and Hamburg <i>viâ</i> Holland; Moldavia and Turkey <i>viâ</i> Hamburg.
	1 5	1 10	2 3	3 3	3 8	4 1	6 1		Belgrade <i>viâ</i> Holland; Turkey <i>viâ</i> Holland; and the Italian States not belonging to Austria <i>viâ</i> Holland.
	1 6	2 —	2 6	3 6	4 —	4 6	6 6		Württemberg <i>viâ</i> Holland and Hamburg.
	1 7	2 2	2 9	3 9	4 4	4 11	6 11		Austria <i>viâ</i> Hamburg.
	1 7	1 11	2 3	3 6	3 10	4 2	6 8		Poland and Russia <i>viâ</i> Holland and Hamburg.
	1 8	2 4	3 —	4 —	4 8	5 4	7 4		Austria <i>viâ</i> Holland; Denmark <i>viâ</i> Holland.
	1 10	2 8	3 6	4 6	5 4	6 2	8 2		Botuschany <i>viâ</i> Hamburg; Sweden <i>viâ</i> Holland.
	1 11	2 10	3 9	4 9	5 8	6 7	8 7		Botuschany <i>viâ</i> Holland.
	2 —	3 —	4 —	5 —	6 —	7 —	9 —		Bucharest <i>viâ</i> Hamburg; Jassy <i>viâ</i> Hamburg.
	2 1	3 2	4 3	5 3	6 4	7 6	9 6		Bucharest <i>viâ</i> Holland; Galatz <i>viâ</i> Hamburg; Ibrali <i>viâ</i> Hamburg; Jassy <i>viâ</i> Holland.
	2 2	3 4	4 6	5 6	6 8	7 10	9 10		Constantinople <i>viâ</i> Hamburg; Galatz <i>viâ</i> Holland; Ibrali <i>viâ</i> Holland; Salonica <i>viâ</i> Hamburg; Scutari <i>viâ</i> Hamburg.
2 3	3 6	4 9	5 9	7 —	8 3	10 3		Constantinople <i>viâ</i> Holland; Salonica <i>viâ</i> Holland; Scutari <i>viâ</i> Holland.	

(continued)

A STATEMENT of the several Rates of Postage at present charged on Foreign and Colonial Letters, showing the Progressive Scale of Charge—continued.

RATES OF POSTAGE.						NAMES OF PLACES TO WHICH SUCH RATE APPLIES.
SECOND SCALE.	First Rate. Under Quarter of an Ounce.	Second Rate. Weighing Quar- ter of an Ounce, and under Half an Ounce.	Third Rate. Exceeding Half an ounce, and under Three Quarters of an Ounce.	Fourth Rate. Weighing Three Quarters of an Ounce, and not exceeding One Ounce.	Fifth Rate. Exceeding One Ounce, and under One Ounce and a Quarter.	
<p><i>Note.</i>—These rates advance one additional rate for each successive quarter of an ounce foreign, and two rates for each successive ounce British.</p>	s. d.	s. d.	s. d.	s. d.	s. d.	FOREIGN COUNTRIES AND BRITISH COLONIES.
	— 6	— 8	1 2	1 4	2 2	Belgium, direct by packet, and <i>via</i> France.
	— 10	1 3	2 1	2 6	3 9	France, Algeria, Spain <i>via</i> France, and Portugal <i>via</i> France.
	— 11	1 5	2 4	2 10	4 2	Grand Duchies of Luxemburg, Baden, Bavaria, Netherlands, Prussia, Wurtemburg, and Hohenzollern, German States, and Switzerland <i>via</i> France.
	1 1	1 9	2 10	3 6	5 —	Sardinia <i>via</i> France and by French packet; Malta, by French packet (<i>via</i> Marseilles).
	1 3	2 1	3 4	4 2	5 10	Alexandria, Beyrout, Constantinople, and other parts of Turkey (E.), by French packet.
	1 3	1 8	2 11	3 4	6 6	Greece, Malta, and Turkey in Europe, by British packet <i>via</i> Marseilles.
	1 4	2 3	3 7	4 6	6 3	Tuscany, Duchies of Parma and Modena (by the Austrian posts); Papal States (by sea); Greece, by French packet; Greece and Ionian Islands (<i>via</i> Trieste); other countries beyond sea, by French packet; Hanover, Saxony, Grand Duchies of Mecklenburg Schwerin and Strelitz, Brunswick, Oldenburg (except Birkenfeld), the Austrian Provinces, Servia, Poland, and Russia <i>via</i> France.
	1 8	2 1	3 9	4 2	7 1	Alexandria by British packet; Egypt by British packet; Ionian Islands by British packet; and Turkey, in Asia, by British packet (<i>via</i> Marseilles).
	1 10	2 3	4 1	4 6	7 9	Aden, Ceylon, China, Hong Kong, Java, Australia, and New Zealand, <i>via</i> Marseilles.
	1 10	3 3	5 1	6 6	8 9	Moldavia, Wallachia, and Turkey in Europe, <i>via</i> France.
	2 2	2 7	4 9	5 2	9 1	Places in the Indian Archipelago <i>via</i> Marseilles and India.

A STATEMENT of the several Rates of Postage at present charged on Foreign and Colonial Letters, showing the Progressive Scale of Charge—continued.

RATES OF POSTAGE.				NAMES OF PLACES TO WHICH SUCH RATE APPLIES.	
THIRD SCALE.	First Rate.	Second Rate.	Third Rate.	FOREIGN COUNTRIES AND BRITISH COLONIES.	
	Under and not exceeding Half an Ounce.	Exceeding Half an Ounce and not exceeding One Ounce.	Exceeding One Ounce and not exceeding Two Ounces.		
Note.—These rates advance two rates for each successive ounce.	s. d.	s. d.	s. d.	Two Sicilies by French packet.	
	— 5	— 10	1 8	Cuxhaven, Mecklenburg Strelitz (<i>viâ</i> Hamburg), Heligoland, Sweden, Norway, and Denmark, by private ship.	
	— 6	1 —	2 —	Austria, Baden, Bavaria, Belgrade, Botschany, Brunswick, Bucharest, Saxe Coburg, Cuxhaven, Frankfurt, Hesse, Jassy, Lubbeck, Mecklenburg Schwerin and Strelitz, Moldavia, Oldenburg, Prussia, Sardinia, Saxony, Soutari, Sicily, Turkey (E.), Wallachia, and Wurtemberg, <i>viâ</i> Belgium; Belgium <i>viâ</i> Holland; Bremen <i>viâ</i> Belgium, by packet direct and by private ship; Hamburg <i>viâ</i> Belgium by packet direct and by private ship; Hanover <i>viâ</i> Belgium and Holland; and for letters by private ships to all parts abroad.	
	— 8	1 4	2 8	Brunswick, Hanover, Lubbeck, and Oldenburg, by direct packet to Hamburg.	
	— 9	1 6	3 —	Modena, Parma, and Placentia, <i>viâ</i> Belgium.	
	— 9½	1 7	3 2	Denmark by packet or private ship to Altona; Lauenburg and Venetian Lombardy <i>viâ</i> Belgium; Mecklenburg Schwerin <i>viâ</i> Hamburg.	
	— 10	1 8	3 4	Switzerland <i>viâ</i> Belgium; Tuscany <i>viâ</i> Belgium.	
	— 10½	1 9	3 6	Papal States <i>viâ</i> Belgium; Sydney, New South Wales, by private ship.	
	— 11	1 10	3 8	Denmark <i>viâ</i> Belgium; Poland and Russia <i>viâ</i> Belgium.	
	— 11½	1 11	3 10	West Coast of Africa, Aden, India, Ceylon, Hong Kong, China, Australia, and New Zealand, <i>viâ</i> Southampton; Java <i>viâ</i> Southampton and Holland; British West Indies (except Barbice and Jamaica), Kingston (Jamaica), Bermuda, British North America (except Canada), Canada (<i>viâ</i> Halifax), Brazil, Buenos Ayres, Cape of Good Hope, Natal, and South Africa; Mauritius, Ceylon, St. Helena, and India <i>viâ</i> Plymouth; Falkland Islands, Gibraltar, and Malta, <i>viâ</i> Southampton; Egypt <i>viâ</i> Belgium; Holland by packet direct; Honduras, British and Dutch Guiana, New Granada (including Chagres, Colon, and Panama), Ionian Islands <i>viâ</i> Southampton and Belgium; Prussia <i>viâ</i> Holland and Hamburg, St. Croix, St. Thomas, United States, Venezuela, and Ascension.	
	1 —	2 —	4 —	Beyrout, Candia, Constantinople, Dardanelles, Galatz, Gallipoli, Ibrali, Larnea, Metelin, Rhodes, Samsoun, Salonica, Smyrna, Tebesme, Tenedos, Trebisond, Tultch, and Varna, <i>viâ</i> Belgium.	
	1 1	2 2	4 4	Barbice, Canada, Holland, <i>viâ</i> Belgium; Jamaica (except Kingston), British North America <i>viâ</i> the United States; Sweden <i>viâ</i> Hamburg and <i>viâ</i> Belgium.	
	1 2	2 4	4 8	California and Cuba <i>viâ</i> the United States; Greece <i>viâ</i> Belgium.	
	1 2½	2 5	4 10	Indian Archipelago <i>viâ</i> Southampton; Norway direct <i>viâ</i> Hamburg.	
	1 4	2 8	5 4	Foreign West Indies (except St. Croix and St. Thomas), Norway <i>viâ</i> Belgium.	
	1 5	2 10	5 8	Egypt, Greece, and Turkey (Asia), <i>viâ</i> Southampton.	
	1 6	3 —	6 —	Canary Islands <i>viâ</i> Portugal; Portugal by Peninsular and Brazil packets.	
	1 9	3 6	7 —	Azores, Cape de Verde, Canary Islands, Madeira, Teneriffe.	
	1 10	3 8	7 4	Chili, Ecuador, Pacific, Peru, Jamaica, and Bahamas, <i>viâ</i> the United States and Savannah.	
	2 —	4 —	8 —	Cadiz, Vigo, and any other part of Spain, <i>viâ</i> Southampton.	
	2 2	4 4	8 8	Costa Rica, Cuba, Grey Town, St. Juan de Nicaragua, Mexico.	
	2 3	4 6	9 —	California, Oregon, and Sandwich Islands, <i>viâ</i> Panama.	
	2 4	4 8	9 4	Monte Video, Pacific, <i>viâ</i> Brazil.	
	2 7	5 2	10 4		

FOREIGN AND COLONIAL POSTAGE.

**STATEMENT of the several RATES of POSTAGE
at present Charged on Foreign and Colonial
Letters, showing the progressive Scale of
Charge.**

(Mr. Hume.)

*Ordered, by The House of Commons, to be Printed,
21 July 1853.*

CONTRACT PACKETS.

REPORT

OF THE

COMMITTEE

ON

CONTRACT PACKETS.

WITH APPENDICES.

Presented to both Houses of Parliament by Command of Her Majesty.
1853.

LONDON:

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CONTRACT PACKETS.

Report to the Lords Commissioners of Her Majesty's Treasury.

My Lords,

IN accordance with the directions contained in your Lordships' Minute of the 1st March last, we have inquired into the subject of the Packet Contracts, and now submit to your Lordships the following Report: APPENDIX (A).

There have been two methods by which Her Majesty's mails, when not dispatched as ship letters, have been conveyed by sea:— Methods by which mails have been conveyed.

1. By vessels of war or packets belonging to the Crown.
2. By vessels under contract.

The relative advantages of these two methods have been frequently discussed and compared; and since 1788, when the Commissioners of Fees and Gratuities inquired into the subject, and reported in favour of the exclusive adoption of the second of these plans, several recommendations for its extension have been made, and it may be expected that, before long, none of the Queen's vessels will be employed in the regular conveyance of mails.

The Contracts made by the Post Office from the earliest times until 1837, and by the Board of Admiralty from 1837 to the present time, have required the conveyance of mails under certain stipulations for a fixed sum, and have generally left untouched the conveyance of passengers and freight. The stipulations have been similar to those in force for hired transport ships, and have been directed to secure proper vessels and to prevent delay, and have required that an officer of the Government be received on board during the voyage, in order that he may insist upon a strict adherence to the terms of the agreement and judge of any circumstances which may appear to justify a deviation from them. Some of the later contracts have, in addition, stipulated for an average rate of speed to be maintained. System of contracts.

Before the application of steam to the propulsion of ships, the contracts were often made for short periods, the Government being able to find, among the vessels already employed in trade, some of speed sufficient for the purpose; but when it became requisite to dispatch the mails by steam, the ordinary supply of trading vessels would no longer suffice, and the Government had to call into existence a new class of packets. Introduction of ocean steamers.

The postal service between England and the adjacent shores of Ireland, France, and Belgium, was at first performed by steam-packets belonging to the Crown; but for the longer voyages it was thought better to induce commercial companies to build steamers; and with that view the contracts were at first made for periods which, unless previously terminated by failure to fulfil their engagements, would secure to the company the full benefit of their original outlay, by continuing the employment of

their vessels until they might be expected to require extensive repairs, or to become unfit for continued service. In 1837 steam communication was created with Portugal and Gibraltar; in 1840 with Egypt, with the West Indies, and with North America.

Mode of determining the subsidy.

When the public interest requires the establishment of a postal line on which the ordinary traffic would not be remunerative for steamers, the subsidy to be allowed in the contract may be ascertained either by the test of public competition, or by calculating the amount which, on an estimate of the probable receipts and expenditure, will cover the deficiency of receipts, or by comparing it with the cost of war vessels if employed for the same purpose.

None of these means appear to have been neglected, at least as far as circumstances would allow, at the formation of the above-mentioned contracts; and previous to their renewal, investigations were instituted into the accounts of the several companies, in order to ascertain how far the receipts from passenger-fares and freights had fallen short of the expenditure, and what subsidy would consequently appear to be essential to the continuance of the undertaking.

Objects of the contracts.

The objects which appear to have led to the formation of these contracts, and to the large expenditure involved, were,—to afford a rapid, frequent, and punctual communication with those distant ports which feed the main arteries of British commerce, and with the most important of our foreign possessions; to foster maritime enterprise; and to encourage the production of a superior class of vessels which would promote the convenience and wealth of the country in time of peace, and assist in defending its shores against hostile aggression.

How far attained.

These expectations have not been disappointed. The ocean has been traversed with a precision and regularity hitherto deemed impossible,—commerce and civilization have been extended,—the colonies have been brought more closely into connection with the Home Government,—and steam ships have been constructed of a size and power that, without Government aid, could hardly, at least for many years, have been produced.

It is not easy to estimate the pecuniary value of these results, but there is no reason to suppose that they could have been attained at that time at less cost.

Subsidies, when to be dispensed with.

When, however, provision has to be made for the conveyance of mails in cases where steamers employed for passengers and commerce are available, and there is effective competition, it is not necessary, as in the former case, for the Government to subsidize the contractors by contributing a considerable portion of their receipts, since it may fairly expect to get the service done for a payment which will cover the freight of the mail bags and compensate for the prescribed punctuality of departure and arrival, and for any increase of speed that may be agreed upon. The increased demand for steam communication and the recent adaptation of the screw propeller to trading vessels, render it probable that in future renewals of contracts, or the establishment of new ones, the Government may be able to obtain the services they require for payments fixed by the latter calculation rather than the former, and that it will not be necessary to extend the duration of the contracts for so long a period as has hitherto been generally considered necessary.

Results of contract system.

To show what the system is capable of accomplishing, it will be sufficient that we should call attention to the two great lines of communication which have been opened, the one between this country and India, the other between this country and America. The mails are dispatched twice a month in the one case, and once a week in the other, and are conveyed to their destination with a regularity and rapidity which leaves nothing to be desired. The time occupied in the voyage to and fro between England and Bombay, which, before the establishment of the Overland Route, averaged about 224 days, is now no more than 87 days; and the time occupied in the voyage to and fro between England and the United States, which before 1840 varied from 45 to 105 days, is now reduced to an average period of 24 days. Nor is the service simply rapid, it is also regular; and the mercantile community can reckon with the utmost

Post to India

and to America.

certainty on the punctual departure of the mails at the appointed times, and can also calculate with great precision the times of their arrival.

The same results have not been so conspicuous on some other postal lines; but, taking the service as a whole, it has undoubtedly been brought to a high state of excellence, and its value to the country, both politically and commercially, is very considerable.

At the present time, however, doubts suggest themselves whether the system of subsidies for the postal service has not reached the limits to which it can be carried with advantage. The charge which it entails upon the public revenue has become very serious: the amount of the subsidies alone, without including the charge for those portions of the service which are still carried on by Government vessels, has risen to the large sum of 853,140*l.*; and demands are continually being made for a further increase. Besides the financial considerations which naturally arise upon this heavy outlay, complaints are made that the existence of highly subsidised companies prevents unassisted competition, and consequently hinders the development of private resources and the progress of improvement. It is alleged that this has led, in some instances, to the abandonment of hopeful schemes of private enterprise; but this is a matter to which we have not found it possible to apply any certain test. It becomes, however, a question for serious consideration in what cases, and under what limitations, the system of subsidies ought to be continued or extended.

Doubts as to continuance of subsidies.

The object of the Government in undertaking the transmarine postal service, whether by packets or by the system of ship letters, is to provide frequent, rapid, and regular, communication between this country and other states, and between different parts of the British Empire. The reasons for desiring such communication are partly commercial and partly political. In cases where the interests concerned are chiefly those of commerce, it is generally more important that the postal service should be regular, than that it should be extremely rapid, though of course rapidity of communication, where it can be obtained without sacrificing other objects, is of great advantage. It would clearly be the interest of persons engaged in an important trade, provided there were no legal impediment in the way, to establish a regular postal communication in connection with it, even without aid from the State. This, however, would not extend to many cases in which there are political reasons for maintaining such services, while the commercial interests involved are of less magnitude. Nor is it probable that private communications would be nearly so rapid as those directed by the Government; for a high rate of speed can only be obtained at a great expense, which will generally be found to be disproportionate to the benefits directly received from it, unless under peculiar circumstances of passenger traffic. Lastly, it is to be considered that there are several services which, if they were not carried on by the British Government, would probably be undertaken by the Governments of foreign states, and that it is not likely that private individuals or associations would in such cases enter into competition with them.

Objects of the Government postal service.

From these considerations we infer that, even upon the lines in the maintenance of which the greatest commercial interests are involved, private enterprise cannot be depended upon for providing a complete substitute for Government agency; while it is clear that in others, where regular communications are desired solely or chiefly for political purposes, such agency is absolutely indispensable. It is, however, obvious, that to establish a Government system in some cases, and to leave others wholly to private persons, would cause much inconvenience. The conclusion therefore follows, that it is right that the Government should have the management of the whole of the transmarine postal communication, as it also has that of the communication within the country.

In undertaking this duty, the Government will in the first place have regard to the national interests, whether political, social, or commercial, involved in the establishment and maintenance of each particular line. Care must, however, be taken, in cases where the communication is desired chiefly for commercial purposes, to guard against an undue

Principles on which it should be conducted.

expenditure of public money for the benefit of private merchants. The extension of commerce is undoubtedly a national advantage, and it is quite reasonable that Parliamentary grants should occasionally be employed for the sake of affording fresh openings for it, by establishing new lines of communication, or introducing new methods of conveyance, the expense of which, after the first outlay has been incurred, may be expected to be borne by the parties availing themselves of the facilities offered them. But this having once been done, and sufficient time having been allowed for the experiment, the further continuance of the service, unless required for political reasons of adequate importance, should be made to depend upon the extent to which the parties chiefly interested avail themselves of it, and upon its tendency to become self-supporting.

We consider that the outlay which has very judiciously been incurred for the establishment of Ocean Steam Navigation is a case in point. The heavy expense and serious risk of loss attending the introduction of ocean steamers might probably have prevented the experiments being tried, or at least might have delayed it for a long time, had not aid been granted to its promoters by the State. Now, however, that success has been attained, it becomes important to consider whether the lines which have been opened cannot be made self-supporting, that is to say, whether they cannot be so carried on as to produce a postal revenue sufficient to cover the expense involved in their maintenance. Where this cannot be done, the continuance of the line should become a subject of serious consideration, and although there will no doubt be cases in which the political and social interests concerned in it are of such magnitude as to render it a matter of national importance to maintain it even at a pecuniary loss, we think that such cases should be closely examined, and that none but the most convincing reasons should be admitted for the permanent support of any line at a cost exceeding the revenue which it can be made to produce.

Mode of carrying
it on.

Having thus expressed our opinion as to the general principles upon which the Government should undertake the conduct of the postal service, we have next to consider in what manner that service can be most satisfactorily and economically performed.

Contracts prefer-
able to agency of
Government.

There is no peculiarity in this branch of business which renders it an exception to the general rule, that work is done more cheaply by contract than by Government agency. Private vessels, engaged in the carriage of merchandize and passengers for private profit, can, as a general rule, advantageously undertake the conveyance of the mails likewise. If no extraordinary speed is required, they can be made to start at regular periods, and to complete their voyages with reasonable punctuality, at a moderate expense. Great exactitude in the times of departure, though it may sometimes occasion the loss of a portion of freight, will have its countervailing advantages by attracting passengers, and even cargo; while the credit which attaches to vessels under contract with the Government must also prove beneficial to them. The necessity for sailing regularly throughout the year, without regard to the demands of commerce, may entail a loss at particular seasons on certain lines; but against this consideration must be set the fact that the rate paid for carrying letters is invariably higher than that paid for the freight of a corresponding weight of merchandize; and as this will form an item of extraordinary profit during the busy season, it may be fairly expected that it should be conveyed even at a loss during the months in which there is little traffic.

Subsidies, why
required.

The vessels now under contract with the Government are, however, for the most part, required to maintain high rates of speed. The contractors are also subject to a variety of conditions, designed partly to secure the efficiency of the postal service and partly to render their vessels available for other national purposes wholly unconnected with that service. In return, they are in the receipt of subsidies largely in excess of the amount of revenue derived from the mails they carry, and those subsidies are guaranteed to them for terms of years varying from four to twelve, most of which have at the present time not less than seven or eight years to run. A Return, printed in the Appendix to this Report, will show the present state of these contracts; and an Estimate, also printed in the

APPENDIX (B).

Appendix, will show that while the amount of the subsidies to foreign and colonial lines, as contracted for in the past year, was no less than 822,390*l.*, the sums received for postage upon these lines cannot be estimated at more than 443,782*l.* APPENDIX (C).

The question which appears to us first in the order of consideration is, whether it is desirable to simplify such contracts as may in future be made, by omitting from them all provisions which do not directly bear upon the efficiency of the postal service. Contracts to be simplified.

In arranging the terms of these contracts, the Government seized the opportunity of requiring that the vessels should be constructed in a manner that would render them as serviceable for national defence in war as steam-packets belonging to the Crown would have been if employed in their stead. A provision to this effect was first inserted in the contract with the Royal Mail Company in 1840; and in most of the existing contracts stipulations are to be found requiring that the vessels should be of a construction and strength fit to carry such an armament as the Admiralty may think proper. In several cases they must be built of wood and not of iron; and there are some contracts which confer on the Admiralty the right of taking the ships at a valuation when it may be thought desirable to do so. Armament of packets,

Generally speaking these stipulations have been fulfilled, as appears from a return which has been laid before us by the Surveyor of the Navy, showing the number, tonnage, and power of the vessels constructed by the various Companies under contract with the Admiralty for the conveyance of the mails, distinguishing those built of wood from those built of iron, and stating whether the Companies have in any cases violated the terms of the contracts, and if so whether any authority has been given by the Board of Admiralty for the deviation. It results from this return that out of 98 vessels which had been surveyed by the Government officers, one only (the "Australian") had been reported as incapable of carrying guns if required, and two iron vessels (the "Levantine" and the "Petrel") had been accepted instead of wooden vessels on Mr. Cunard's Halifax and Bermuda line. Two other vessels—one belonging to the Australian Royal Mail Company, and the other to Mr. Macgregor Laird's West Coast of Africa line—had also been accepted (temporarily) by Admiralty authority, although of less tonnage and power than the contracts prescribed. how far effected :

The Surveyor's report upon most of these vessels, as regards their fitness for war purposes, is in the following terms:—"Not fitted for armament, but capable of carrying guns when so fitted." This report accords with the opinion expressed by the Committee of Naval and Artillery officers upon the vessels which have come under their notice. It appears, however, from the statements of that Committee, that although the packets they have examined are for the most part of sufficient strength to carry and fire a certain number of guns, the expense of the alterations which would be necessary before they could be got ready for service would be very considerable, and that even when such alterations had been made, the efficiency of the vessels would be very small in proportion to their size, and that they could not encounter hostile vessels of equal tonnage without endangering the honour of the British flag.

With reference to future contracts, we are decidedly of opinion that no expense should be incurred for the sake of imposing conditions for giving a military character to the postal vessels. We believe the imposition of such conditions to be a measure of false economy. Should a war suddenly break out, the immediate demand for mail steamers would probably be greater than ever, and it might be exceedingly inconvenient to withdraw them at such a time from their legitimate use for the purpose of arming them for battle. Moreover, the high charge for the packet service has been borne with the greater readiness, because it has been supposed by some to include a provision, of large but unknown amount, for the defence of the country; while on the other hand, the Naval Estimates have sometimes been complained of as excessive, on the ground that the force provided for was in addition to the large reserve of postal war steamers. We accordingly recommend that for the future the contracts not to be insisted on.

for the conveyance of the mails should be wholly free from stipulations of the nature we have been describing, though it may be desirable in some cases to retain the power in the Government to take possession of the vessels in the event of national emergency.

Conveyance of
officers, &c.

It is for similar reasons that we object to the provisions by which the Contractors are usually bound to convey a certain number of officers, troops, artillery, and stores, at rates considerably below those commonly charged. It may be desirable that contracts should be made for these purposes, but they ought not to form part of the contracts for conveying the mails, with which they have nothing to do. Each service should be separately shown, and each reduced to the lowest cost compatible with efficiency.

Conditions with a
view to efficiency.

We turn next to the consideration of the conditions inserted in the contracts with a view to the efficiency of the mail service itself. These are of various kinds. Some relate to the size, the power, and the speed of the vessels; others prescribe the class of officers to be employed for their command; others provide for the reception of agents appointed by the Admiralty to take charge of the mails, and define with much exactness the powers of these agents. There are also conditions, in the nature of time-tables, showing the periods at which the vessels are to sail, the places at which they are to stop, and the number of days and hours to be allowed for the performance of the whole service, and of its several parts. The contracts contain moderate specific penalties for certain breaches of agreement, and one of large amount in case of general or systematic failure.

We are of opinion that in cases where it may in future be necessary to make new contracts, many of these conditions may be dispensed with. The object being simply to provide for the safe, regular, and expeditious carriage of the mails, a stipulation that the mails shall be delivered at their destination within a prescribed number of days, would supersede the necessity for the other conditions which we have mentioned, and which can add nothing to the force of such a stipulation.

Admiralty agents.

The necessity for employing Admiralty agents is questioned by several Companies; and although a good understanding appears generally to prevail between these officers and the commanders of vessels, disagreements at times occur, and the inconvenience to which they lead is occasionally not inconsiderable. The infliction of fines in all cases of delay is calculated to afford a better security for punctuality than the control of an Admiralty agent. Besides, it must be remembered, that the very presence of the Admiralty agent weakens the responsibility of the commander of the vessel, which it would appear desirable to increase rather than to diminish. We are therefore of opinion that the employment of agents in charge of mails on board contract vessels, might in some instances be dispensed with, even under the existing contracts, though there are cases in which the complicated nature of the service will continue to render their presence important. We observe that in the estimate for the Post Office Packet Service for the year 1852-53, the sum of 10,683*l.* was provided for the pay and allowances for these officers.

We are accordingly of opinion that all future contracts should be of as simple a character as possible, and should be confined to stipulations for the performance of the service within a given time, in a satisfactory manner, for a stipulated price, and under prescribed penalties, which should be rigidly enforced for every breach.

Mode recommended
for making con-
tracts.

The mode in which such contracts should be made, so as to secure the greatest advantage to the public, must vary according to circumstances. Where frequent and rapid communication already exists, it is only necessary for the Government to secure from time to time the services of vessels already engaged in private traffic. In such case public competition for the conveyance of the mails can hardly be too frequently, or too openly, invited. The terms of competition may be either as regards price, or as regards time, or both; that is to say, the Government may either prescribe the time within which the service must be performed and call for tenders as to the price, or may offer a certain price to the party that will engage to accomplish the voyage within the shortest

time, or may invite proposals as to both time and price, from which it may select the most favourable. Such contracts may be entered into either for each voyage or for short periods. The speed to be required, and the price to be paid, must of course depend upon the importance of the service. When it is thought necessary that a certain high rate of speed should be attained, without reference to the cost of the undertaking, either the rate should be specified and tenders for the price invited, or a very liberal price should be named in order to stimulate competition as to speed. When, on the other hand, it is not thought reasonable to incur a heavy expense for the sake of great rapidity, a moderate price should be offered, and the offer of the highest speed which can be maintained at that price should be accepted. In some cases the conveyance of the mails might be advantageously provided for by a payment bearing a certain proportion to the estimated amount of the postage received, or based upon the actual weight of the bags carried.

There still remain, however, some cases in which there exists no private communication sufficient to render such a mode of proceeding practicable. Where this is so, and where a communication has to be created, it will be necessary that contracts of longer duration should be made, for it is unreasonable to expect that any person or association of persons should incur the expense and risk of building vessels, forming costly establishments, and opening a new line of communication at a heavy outlay of capital, without some security that they will be allowed to continue the service long enough to reap some benefit from their undertaking. It must be borne in mind, that the expensive vessels built for the conveyance of the mails at a high rate of speed are not in demand for the purposes of ordinary traffic, and cannot therefore be withdrawn and applied to another service at short notice. It is, then, fair, that on the first opening of a new line, contracts should be made for such a length of time as may encourage the building of ships for the purpose, by affording a prospect of their employment for a considerable number of years. But we see no sufficient reason for continually renewing such contracts for periods equally long, after the object has once been attained. A company which has received a liberal subsidy for ten or twelve of the first years of its existence, ought to provide, by the establishment of a sinking fund, for the maintenance of its fleet of vessels, and may be fairly expected, after having been compensated for the original hazard, to continue the service, by fresh contracts entered into either from year to year, or for a period not exceeding three years.

The mail steam-packets under contract with the Admiralty are exempted from the operation of the Act of Parliament (14 & 15 Vict., c. 79) which requires periodical surveys to be held on certain steam-vessels. We recommend that this exemption should cease, either by Parliamentary enactment, or by mutual agreement between the Admiralty and the contractors. There is no sufficient reason for withdrawing the officers in the employment of the Admiralty from other duties for these surveys, which can be more easily conducted by officers appointed by the Board of Trade for that special purpose; and we recommend that the surveys of the Admiralty be limited to ascertaining that the vessels provided by the contractors are qualified for the service in accordance with the terms of the contract.

Survey of mail
steam-packets.

Having thus stated the general conclusions which we have drawn from our examination of the subject referred to us, we will proceed to notice the points of most importance in the several contracts which appear on the return issued by the Admiralty, and printed in the Appendix (B.)

ISLE OF MAN.

Isle of Man.

(No. 1. Appendix B.)

Date of contract.

THE contract for this service was originally made by the Postmaster-General in 1833, although it is now under the charge of the Lords Commissioners of the Admiralty.

Its terms.

It provides for the conveyance of the mails twice each way weekly, by steam-vessels of not less than 140 tons burden. The Postmaster-General has the power of fixing the days of departure; and if the contractors fail to provide such a vessel as shall be approved by the Postmaster-General or his surveyors, the Postmaster-General is empowered to engage a vessel for the service at the cost of the contractors.

Subsidy, 850*l*.

The payment to the contractors is 850*l*. a-year.

The service appears to have been punctually and faithfully performed.

Financial results.

The contract is terminable at three months' notice; but we do not recommend that there should be any immediate disturbance of it.

According to accounts taken in April 1853, the gross Inland postage for a year, on the whole of the correspondence, paid and unpaid, sent to and received from the Isle of Man, amounts to 2,917*l*. 13*s*. 4*d*.; and the gross Foreign, Colonial, and Ship postage, calculated in like manner amounts to 677*l*. 13*s*. 0*d*. The total gross postage on the whole Inland, Foreign, Colonial, and Ship correspondence being 3,595*l*. 6*s*. 4*d*.

The expenditure for postal service in the island for one year ending January 5, 1852, was 644*l*. 12*s*. 9*d*. The expenditure for packet-service is per annum 850*l*.

Although during the winter the passage from Liverpool to the Isle of Man and back, is performed only twice a-week, during the summer there is daily communication each way (Sundays excepted) by steam-vessels of the contractors, and mails are conveyed on each occasion without additional cost to the public.

Increased communication desired.

The representations addressed to the Treasury and to the General Post-Office from the Isle of Man, for increased opportunities of communication throughout the winter, have of late been numerous and urgent; and it may perhaps be considered right to comply with them to a certain extent, even if it should be at a greater cost than is now paid. In no case does it appear to us that any reduction in the expense of the service can be looked forward to.

No change recommended.

We find that the contractors have offered to extend the service to three weekly-mails for 1700*l*. a-year, and to four for 2500*l*. a-year; but we do not recommend that either offer should be entertained at present. It is not improbable that a competition with the present packets will shortly arise, either from Liverpool, Fleetwood, or Whitehaven.

HOLYHEAD &
KINGSTOWN.

Holyhead and Kingstown.

(No. 2. Appendix B.)

Date of contract.

THIS contract was entered into by the Lords Commissioners of the Admiralty and the City of Dublin Steam-Packet Company on the 9th of April, 1850, and provides for the conveyance of mails between Holyhead and Kingstown.

It provides that the vessels employed are to be good, substantial, and efficient, and that the average rate of speed shall be not less than twelve knots an hour. **HOLYHEAD & KINGSTOWN.**

Its terms.

A vessel is to leave Holyhead and Kingstown respectively twice each day, immediately upon the arrival of the mail trains at those places, the Commissioners having the power of altering the time of departure upon one month's notice being given.

The Company are to pay a penalty of 30% in case of a vessel not being prepared to put to sea at the time agreed upon, and 10% for each successive hour's delay, unless such delay is proved to be beyond the control of the Company.

In case the Company fail to land the mails in time to be forwarded by the trains appointed to carry them, the Lords Commissioners of the Admiralty have power to deduct for each failure, from the contract service money, a sum bearing the same proportionate to the annual payment which one voyage bears to the annual service; unless the delay has been unavoidable on the part of the Company.

The vessels must not linger, deviate from their course, or put back, under a penalty of 100%.

The Company must receive on board an officer in charge of the mails, or the Lords Commissioners of the Admiralty can place the mails in charge of the master of the vessel, should they think such a course desirable.

The Commissioners have power to survey the vessels of the Company.

The payment to the Company is to be 25,000% per annum.

Subsidy, 25,000%.

The contract is to continue in force for ten years from the 1st of May, 1850, and to determine at any time after that if twelve months' notice shall have been given.

The Company are bound in the sum of 4000% for the due performance of the contract.

The amount of postage received on account of this line for any one year cannot be stated.

On the 7th of May, 1850, a Select Committee of the House of Commons was appointed to investigate and report upon all matters connected with this contract.

Committee of House of Commons in 1850,

The evidence taken by the Committee, as well as their report, have been laid before Parliament. In the report they expressed approval of the contract, and of the conduct of the Government in all transactions relating to it.

A Committee of the House of Commons was again appointed in May last, and is now sitting, to inquire into the communication between London and Dublin. **and 1853.**

Under these circumstances we have not thought it necessary to institute an additional examination into the merits or working of this contract, the objects of which we conceive to be larger and more general than those of ordinary postal contracts. We concur in the opinion expressed by the Committee of the House of Commons upon the Post Communication with Ireland in 1842, to the effect that "any expenditure which may be necessary for affording the utmost facility of intercourse between the two countries, is to be regarded rather as an outlay of money for national purposes, than for the advantage of any particular department of the public service," and we do not consider that such expenditure is to be measured by the minimum cost at which the mails can be conveyed across the Channel.

ABERDEEN &
LERWICK.

Aberdeen and Lerwick. Shetland and Orkney Isles.

(No. 3. Appendix B.)

Date of contract.

THE contract with the Aberdeen, Leith, and Clyde Shipping Company for the service was made by the Lords Commissioners of the Admiralty in 1840.

In 1838 the Contractors engaged for the conveyance of the mails between Aberdeen and Shetland, by a weekly steam-vessel throughout the whole year for the annual sum of 600*l.*, and this service was continued about ten months. At the end of that time the contractors, not finding their carrying trade remunerative, proposed to limit the communication by steam to eight months of the year; or, if this were not admitted, to give up the contract altogether in the following year. Eventually, in 1840, the present contract was entered into, under which the service is performed weekly by steam during six months only (from April to September, inclusive), and during the other six months by a sailing-vessel, also weekly.

Its terms.

The steam-vessels are to be of 80-h. p. at least. The sailing-vessels not less than 140 tons. They may touch at Wick, Kirkwall, or other intermediate ports between Aberdeen and Lerwick, and, if they do so, are bound to carry the mails to such ports; but they are under no obligation to visit the Orkneys or any other port than Lerwick.

The Lords Commissioners of the Admiralty may fix the days and hours of departure.

There are limits as to the stay of the vessels in harbour, and penalties for delay, "unless for unavoidable accident, stress of weather, or other cause over which the Company had not and could not have had any control."

The Company are bound to carry and provide for an officer in charge of the mails, if required to do so; if not, the mails are to be received and delivered by the commanders of the vessels.

In case the Company should fail to provide for the conveyance of the mails, the Lords Commissioners of the Admiralty may engage another vessel at the cost of the Company: and the Contractors bind themselves in the sum of 500*l.* by way of stipulated and ascertained damages in case of any failure on their part in the due execution of their contract, or any part of it.

Subsidy, 900*l.*

The sum paid is 900*l.* a year.

The provisions of the contract appear to be unobjectionable.

We do not find that any irregularities have occurred for which blame can attach to the Contractors, or beyond such as may be considered unavoidable in carrying on a continuous service through the year upon a dangerous coast, and one on which fogs and bad weather are very prevalent.

It will be seen by the above summary that the contract has been made with a view to the service of Shetland only, and not of the Orkneys; although, as it suits the Company that the steam-vessels, which run under contract from April to September, should touch at Kirkwall, those islands are benefited. In the winter the same Company have a steam-vessel which plies between Aberdeen and Kirkwall, going no further; and this vessel carries letters: but, as she is not under contract with Her Majesty's Government, the correspondence is conveyed by her at the ship-letter rate applicable to coasting-vessels of 2*s.* 6*d.* for every hundred letters.

Steam-vessel to
Orkney desired.

The ordinary mails to the Orkneys are conveyed from Huna across the Pentland Frith daily (Sundays excepted), in a boat; but in bad weather

their arrival is uncertain, and strong representations have been made to the Government in favour of establishing a steam-vessel for that service, making Thurso Bay the point of departure. **ABERDEEN & LERWICK.**

As this, however, if conceded, would in no way relieve the service, or affect the contract of the Aberdeen, Leith, and Clyde Company, we should not think it necessary to touch upon the matter if it were not that the scheme which has been most urgently pressed is, that the Lords of the Admiralty should provide a Government vessel for the purpose, commanded by an officer of Her Majesty's Navy.

Without prejudging the question, whether, as a measure of general administration, it may be just and expedient to incur new expense in giving a more regular and secure postal communication with the Orkneys, we have no hesitation in saying that it would not be advisable to do so by the employment of vessels or officers of the Government. We consider that it may be assumed as a rule that such service is generally performed most economically by engaging private enterprise upon it; and, as in the present instance, the postal expenditure of the Orkneys already exceeds the receipts, and any additional expense can be partly compensated only by the passenger traffic, and by freight of cattle and other produce, it appears to be especially desirable that the service should be under private management. **Admiralty vessel not to be employed.**

As regards the Shetland Isles, demands have been made for a recurrence to the scheme of a weekly steamer throughout the year. But, looking to the experience of 1838, and to the fact that the present contractors have declared their unwillingness to undertake on any terms the extension of the steam-service through the winter, we cannot recommend that the existing arrangement should be disturbed. **No change recommended.**

According to accounts taken in April 1853, the gross Inland postage for a year on the whole correspondence, paid and unpaid, sent to and received from the Shetland Islands amounts to 752*l.* 4*s.*; and the gross Foreign, Colonial, and Ship postage calculated in like manner amounts to 192*l.* 9*s.* The total gross postage on the whole Inland, Foreign, Colonial, and Ship correspondence being 944*l.* 13*s.* **Financial results.**

The expenditure for postal-service in those islands for one year ending the 5th January, 1852, was 287*l.* 3*s.*

The expenditure for packet-service is 900*l.* per annum.

The inland postage received in the Orkneys is about 500*l.*

The expenditure for postal-service (including the mail-boats) is 807*l.* 0*s.* 8*d.*

London. Hamburgh, Rotterdam.

**LONDON AND
HAMBURGH.**

(No. 4. Appendix B.)

THE contract for these services was made between the Postmaster-General and the General Steam Navigation Company in 1834, and renewed by the Lords Commissioners of the Admiralty on the 22nd March, 1849. **Date of contract.**

It provides for the conveyance of the mails to and from each port (Hamburgh and Rotterdam) twice a-week. The only stipulations as to vessels are that they should be good and substantial, to be approved of by the Lords Commissioners of the Admiralty, or by the Postmaster-General, and of not less than 100 h. p. in the one case, and 80 in the other. It is agreed that they should not carry freight such as to impede the conveyance of the mails; and that the Lords Commissioners **Its terms.**

LONDON AND HAMBURGH. of the Admiralty or the Postmaster-General should have the power of calling upon the company to refuse it.

An agent having the custody of the mails is to be received on board.

No peculiar penalties are prescribed, nor any provision made against breach of contract, except a power vested in the Lords Commissioners of the Admiralty to determine the contract without notice, in the case of such breach. In ordinary circumstances a notice of six months is required from either party.

Subsidy, 17,000*l*.

The sum to be paid for the service is 17,000*l*. per annum.

Notice of termination given.

Since the appointment by your Lordships of the present Committee, measures have been brought to a conclusion which have enabled the Government to give notice of the termination of this contract within six months.

Postal agreements with Prussia

In July 1852, a postal agreement was entered into with Prussia, acting on behalf of the German Postal Union, by which provision was made for the transmission, *via* Ostend, Belgium, and Prussia, of correspondence, paid or unpaid, between the United Kingdom and a large portion of the continent.

and Holland.

And in April 1853 the consent of the Dutch Government was obtained that all the correspondence to and from the Netherlands should be sent through Belgium, and that the packets to Rotterdam should be withdrawn.

The other States of Northern Europe under Convention with this country, and whose correspondence has been hitherto, to a greater or less extent, forwarded by the Hamburgh packets, are Bremen, Lubeck, Oldenburgh, Hanover, Brunswick, Denmark, Sweden, Norway, and Mecklenburgh-Schwerin.

Already the larger part [of the letters to these countries has in practice been sent by the Ostend packets; although the rule has been to send in the Prussian mail only such as are specially marked *via* Ostend or *via* Prussia. Henceforward the whole will be transmitted by that route.

Future cost of postage.

As regards the cost of postage, the effect will be to lower the whole rate (British and foreign combined) as regards letters to Lubeck, Oldenburgh, Hanover, and Brunswick, from 9*d*. to 8*d*. the single letter, and as regards Mecklenburgh-Schwerin from 10*d*. to 8*d*.

The rate to Norway will be raised from 1*s*. 4*d*. to 1*s*. 5*d*. in summer, but in winter will remain unaltered at 1*s*. 5*d*.

That to Denmark will alone be permanently raised from 10*d*. to 11½*d*.

That to Hamburgh, Bremen, and Sweden will remain unaltered.

As regards time, we believe that the difference will, in every case, be found to be in favour of the route by Ostend, with the advantage that the post will be daily and regular, instead of limited to two days of the week.

Of the 17,000*l*. paid to the Company, it will be seen by the estimate annexed, that about 9,300*l*. was returned to the revenue in postage.

PENINSULA.

England. Vigo, Oporto, Lisbon, Cadiz, Gibraltar.

(No. 5. Appendix B.)

Dates of contracts.

THE first contract for this service was made by the Lords Commissioners of the Admiralty with Mr. R. Bourne in 1837, for conveyance of the mails weekly, at 29,600*l*. per annum, from Falmouth. The circumstances under which this took place will be found fully detailed in Appendix No. 4 to the second report of the Select Committee on steam communication with India in 1851.

In 1843, the contract was transferred to the Peninsular and Oriental Company, and Southampton was substituted for Falmouth. PENINSULA.

In February, 1845, the service was reduced from once a-week to once in ten days, as being sufficient for the requirements of commerce and the public; and an abatement of 9,100*l.* per annum was made in consequence.

In August, 1846, the Company gave notice that they could not call at Corunna in winter, as they had hitherto done.

In December, 1851, it became necessary, in consequence of the death of Mr. Bourne, that a new contract should be signed; and accordingly, on the 9th of January, 1852, the one now in force was concluded between the Lords of the Admiralty and the Peninsular and Oriental Company.

According to its provisions the service is to be performed by four steam-vessels of 140 horse-power. Terms of that now in force.

One vessel to leave Southampton three times in each month; viz., on the 7th, 17th, and 27th, or on such other tenth days as the Lords Commissioners of the Admiralty may appoint.

Failing to provide such vessel within twelve hours after the time fixed for departure, the Company are to pay 500*l.*, and a further sum of 500*l.* for each successive twelve hours delay.

The vessel is not to remain longer than three hours at Vigo, or off Oporto, without the direction of the agent; at Lisbon, not more than two clear days; and at Cadiz, not more than six hours. She is to arrive at Gibraltar within 222 hours of her departure from Southampton.

There are provisions regulating the time during which the vessel may remain at Gibraltar; and the same rules regarding stoppage apply to the homeward voyage, excepting that the vessel is required, under ordinary circumstances, to leave Lisbon on the mornings of the 9th, 19th, and 29th of each month. The homeward voyage is to be completed within the same time as the outward.

Should the Company fail to perform the voyage each way within 222 hours, they are to pay 500*l.* for every twelve hours of delay, unless the officer in charge shall certify that the cause of delay was beyond the control of the Company's servants.

The Company are to receive a naval officer in charge of the mails who shall determine all questions as to putting to sea, &c.

They are to provide boats for landing and embarking the mails, and to be liable to certain penalties for deviating from the course, or for putting back into port, unless with the sanction of the naval officer on board.

There are provisions for the conveyance of officers of the army, navy, and civil service, and their families and servants, and also for the passage of soldiers and seamen at certain limited rates, and for the carriage of small parcels.

The Company is to receive 20,500*l.* per annum; but if the port-charges in Spain and Portugal shall be remitted, an abatement of 2,500*l.* per annum is to be made from that sum. Subsidy, 20,500*l.*

The contract is to remain in force from the 9th January, 1852, until after six months' notice of termination has been given by either party: and the Company is bound in 10,000*l.* for the due performance of it.

It contains no stipulations as to the capacity of the vessels for armament.

The payment for this line, reckoned by mileage, is at the rate of 4*s.* 7*d.* per mile; and although the speed of the vessels is not equal to that of many others, the service has been performed with regularity. Mileage rate, 4*s.* 7*d.*

Notwithstanding that the terms are such that the expense to the public revenue exceeds the postal returns by more than 8,000*l.* per annum, we are of opinion that it is not advisable to disturb the contract at present. Excess over postage.

We have been informed that but for the fact that these vessels seem to draw passengers to the vessels of the same Company which proceed up the Mediterranean, the line would be unremunerative; and that, as it is, the loss upon it in the winter is heavy. The passengers during many months of the year are very few. Cargo can be shipped Inexpediency of alteration at present.

PENINSULA.

only to and from the ports of Lisbon and Oporto, the delay caused by loading and unloading in the Spanish ports being such as would be incompatible with the punctual delivery of the mails, and the Company having in consequence obtained permission to carry a pendant, and to be dealt with as a vessel of the royal navy (so long as the naval officer is on board) in order to escape the detention to which trading vessels are subjected in Spain. Moreover, the cargoes carried to and from the Portuguese ports pay a low freight, except during two months of the year, in the case of ripe fruit. Upon the whole, it appears to us improbable that if the contract were dissolved, the same amount of service could be obtained at the present time upon more favourable terms.

This being the case, we have considered whether a reduction of the service from three to two voyages in the month, and a proportionate diminution of the subsidy, might not be effected; a separate monthly communication with Lisbon having lately been established through the Brazilian mail-packets of the Royal Mail Steam Packet Company which touch at that port both outwards and homewards. The Peninsular Company have shown no unwillingness to entertain the proposal. But we fear that the uncertainty of the time at which vessels returning from so distant a point as Rio de Janeiro might be expected to touch at Lisbon, would render this means of communication of little advantage, so far as the homeward post is concerned: and we are not prepared to recommend that the fixed and regular opportunities of correspondence between this country and Portugal by sea should be fewer than three in the month.

If indeed the course of post between England and Portugal by land had been more rapid, we might have been disposed to come to a different conclusion. But at present a letter sent from London, through France and Spain, takes eight days fifteen hours to reach Lisbon; whereas by packet the time ordinarily consumed is four days eighteen hours. The difference in the rates of postage by the two routes is, as regards letters from England, in favour of that by sea. The charge upon a half-ounce letter sent by packet is 4s. 4½d., whilst by land it is 5s. 10d. As regards letters to England, the case is otherwise; those by packet being charged 1s. 9d., whilst by land they pay only 1s. 3d., and if below a quarter of an ounce only 10d. This discrepancy is owing to the system which prevails in the Peninsula of collecting postage mainly upon the incoming, and not upon the outgoing letters.

Future contingencies.

It is probable that the conclusion of a Postal Convention with Spain will shortly reduce the rates by land: and the completion of railways in France will eventually diminish the time occupied by the land-post. But, under existing circumstances, we do not recommend the termination or curtailment, at present, of the service performed by the Peninsular vessels of this Company.

INDIA AND CHINA.

England and Alexandria, Suez, Calcutta, and Hong-Kong. Marseilles and Malta. Singapore and Sydney.

(No. 6. Appendix B.)

Demand for increased subsidy.

WE have already, on the 23rd of February last, reported fully to your Lordships upon the position of this Company, and upon a demand addressed by them to the Lords Commissioners of the Admiralty for a

temporary reduction of their service upon certain terms, the acceptance of which we were unable to recommend. This report will be found in the Appendix.

INDIA AND
CHINA.

APPENDIX (D).

The conditions upon which we advised your Lordships to consent to a reduction, and which were accordingly proposed to the Company, were not agreed to; and the Company has preferred to remain under the full obligation of all their engagements.

We were repeatedly told, by more than one representative of the Company, that the dearth of shipping in British, and even in neighbouring Foreign ports, was such that, to send to the Company's stations in the Eastern seas coals sufficient for the continued performance of the service which they had undertaken, had become, not only very difficult, but literally impossible; that it was not a question of money, but that available tonnage could not be had upon any terms, and did not exist. It was upon this assumption entirely that the demand for a remission of a part of the service on the terms stated in our former report rested. We are, however, happy to find that, since the Directors of the Company decided to reject the conditions upon which alone we could advise that the remission should be conceded, they have announced to the shareholders* their hope that the whole of the contract, in its integrity, will be conducted with the usual regularity. We have no doubt that such will be the case, and that the Company can and will faithfully discharge all its engagements.

We cannot but think that the result justifies the opinion which we expressed from the beginning against an acquiescence in the proposal of the Company; and that it proves that great caution is necessary in admitting any demand, however urgent and apparently reasonable, for a departure from engagements which have been deliberately undertaken for the discharge of a public service.

This contract came into operation on the 1st of January last, and, so far as can be judged at present, has been satisfactorily executed. Date of contract.

The Company undertake to carry mails twice each way in every month between England and Alexandria, and twice each way in every month between Suez, Calcutta, and Hong-Kong. Its terms.

The vessels to be employed are to be not less than 15 in number, and of at least 1100 tons each.

Two vessels are also to be furnished, to run between Marseilles and Malta, twice each way in every month.

The Company further engage to carry mails between Singapore and Sydney, once each way in every alternate month, in vessels of not less than 600 tons.

Tables of routes are attached, and form part of the contract.

There are certain stipulations as to proper machinery.

A medical officer is to be placed on board each vessel.

Provision is made for carrying pivot and broadside guns.

The vessels of 1100 tons shall attain 12 knots an hour, and the other vessels 10½ knots an hour, without the aid of sails, or they shall not be employed.

The average speed of each vessel is to be not less than 10 knots an hour, excepting in the case of those between Singapore and Sydney, which are to make the passage at a rate not less than 8½ knots.

A vessel is to start in the beginning and another in the middle of each succeeding month from Southampton or other port, commencing from the 20th of January, 1853.

Such vessels are to proceed direct to Gibraltar within 121 hours from the time of starting.

The Lords Commissioners of the Admiralty have power, on giving three months' notice, to substitute any other ports in the Mediterranean for Marseilles and Malta, on payment of a reasonable compensation for any loss incurred.

If the vessel from stress of weather or otherwise shall deviate from

* Report of the half-yearly meeting of the Peninsular and Oriental Company, May 28, 1853.

INDIA AND
CHINA.

her course, the Admiralty Agent shall enter the reason in the log-book.

Provision is made for alterations and improvements.

The Company shall always have vessels in constant readiness in case of any being disabled.

The Company shall receive on board an officer of Her Majesty's Navy as agent, he having full authority relative to this contract.

But the Commissioners may without charge entrust the mails to the master.

Neither the Company nor the masters shall receive on board any letters for conveyance other than those in charge of the agent or other authorized person: should they do so, they will be liable to be proceeded against for breach of contract.

If the Company fail to provide vessels ready to put to sea from any of the ports, viz., Southampton, Alexandria, Suez, Calcutta, Hong Kong, Singapore, and Sydney, at the time appointed, they shall in each case forfeit 500*l.*, and further 500*l.* for every successive day up to the fourteenth day inclusive which shall elapse until the vessel shall actually put to sea.

And if any vessel, in breach of this contract, shall delay starting, or put back, linger, or deviate (except from stress of weather), without sanction, the Company shall forfeit 200*l.*, and further 200*l.* for every day's delay, unless from circumstances not under their control.

The Admiralty Agent has power to survey the vessels.

The Lords Commissioners of the Admiralty have power to compel alterations to keep pace with the advanced state of science.

The officers of the Company are to attend to the Agent's instructions as to landing or receiving mails.

There are provisions for the conveyance of naval, military, or civil officers, baggage, and victualling, as in other contracts.

Subsidy, 199,600*l.*
at present.

The payment is to be 199,600*l.* per annum, with the proviso that, six months after the opening of the railway across Egypt, it is to be reduced to 179,600 per annum.

In the event of accidents occurring to any of the vessels, the mails are to be conveyed by Her Majesty's or by the East India Company's ships; and an abatement made from contract service money at the rate of 6*s.* 2*d.* per nautical mile while the annual payment is 199,600*l.*, and at the rate of 5*s.* 6*d.* when only 179,600*l.*

If the vessels are ordered by the Lords Commissioners of the Admiralty to sail from any other port than Southampton, the Company shall receive compensation for any additional expense incurred, or for any diminution of receipts occasioned thereby, the amount to be settled by arbitration.

The Lords Commissioners of the Admiralty have power to purchase the vessels at a valuation, or to charter them at a rate to be mutually agreed on or settled by arbitration. Any submission to arbitration is to be made a rule of Court of Exchequer.

In the event of an entire stoppage of the route through Egypt, the Lords Commissioners of the Admiralty are to act as the case may require.

The whole postage is to be at the disposal of the Postmaster-General.

The contract is to endure for eight years from January 1, 1853, and to determine at any time after that, if twelve months' notice shall have been given.

The Company are bound in a penalty of 35,000*l.* in case of failure of due execution of contract.

Contribution by
East India Com-
pany.

The share which the East India Company take in the payment for this line, is defined in a letter from Sir Charles Wood to the Court of Directors, dated November 1, 1851, in which it is proposed "that the payment for the contract service beyond the Isthmus of Suez should be charged on the revenues of this country and of India, in the same proportion as at present."

This proposal was accepted by the Court of Directors. The proportion is that of $\frac{7}{13}$ of the whole: 160,000*l.* having been the sum paid to the

Peninsular and Oriental Company, for the service on the east of Suez, at the time the agreement was made, of which 70,000*l.* was then annually paid by the East India Company.

INDIA AND
CHINA.

The subsidy to the Peninsular and Oriental Company for their whole service under the new contract being 199,600*l.*, it will be necessary to ascertain how much of this is paid for the service on the European, and how much for that on the Asiatic side of Suez. The number of miles in each is much greater under the new than under the old contract, and their relative proportion is somewhat different.

No data from which to calculate their respective cost are to be found in the contract, or in the tenders from which it was framed. The contract simply specifies the gross price of the whole service rendered; and it appears from the evidence of Mr. J. C. Mason, the Assistant-Secretary of the Marine Branch of the India House, that the Court of Directors is in ignorance of the amount which they will be called upon to pay.

We recommend that this should be made known to them without further delay.

As regards revenue, the annual receipts of the General Post Office from this service amount, as will be seen by the estimate, to 152,564*l.*, or reckoning postage chargeable to the East India Company, but always remitted (and which, therefore, though earned by the packets, is lost to the revenue of the General Post Office), 171,546*l.* The loss upon the whole may therefore be estimated at about 47,000*l.* per annum.

Financial results.

The contract is to continue in force eight years; and as the representatives of the Company insist strongly upon the great disadvantage which would be entailed upon them, if from any cause it should be necessary for them to curtail the extent of their service, or to admit any interruption of it, we may assume that it is not probable that any arrangement can be made during that term by which the amount of subsidy payable upon this line can be reduced.

No change recommended.

It might even become a question for consideration whether more frequent use should not be made of it for postal communication with Australia. But we have treated of this under the head of the Australian service.

As a branch of this line, a service is performed twice a month between Aden and Bombay, by vessels of the East India Company.

Mail service between Aden and Bombay.

The terms of this service are stated in the letter of Sir Charles Wood, to which we have already referred, to be these: That a sum should be contributed from the revenues of this country to the East India Company, for the performance of the service between Aden and Bombay twice a month, calculated according to the nature and difficulty of the service; and that if the Company think it advisable for their own purposes, or for the convenience of the Bombay passengers, to run their vessels from Bombay to Suez, no objection will be made to their carrying the mails on the whole of that line once a-month, it being understood that any payment to be made to them is to be in reference only to that part of the line which is between Aden and Bombay.

Mr. J. C. Mason, speaking on behalf of the East India Company, understands from these terms that the payment to be made to the Company was to be calculated at the same mileage rate as that at which the Peninsular and Oriental Company might agree to perform their share of the service in the Eastern Seas. We are unable to see anything in the expressions of Sir C. Wood's letter which fully confirms this opinion; but in this case, as in that of the contribution to be received from the East India Company, we think it very desirable that the precise amount should be determined as soon as possible.

In respect of this branch, the manner in which the service has been performed by the vessels of the East India Company, prior to the new agreement just mentioned, has been the subject of strong complaint on the part of residents in Bombay. A petition from that Presidency to the House of Commons, numerously signed, has been referred to us, and we have invited such explanations of the complaints and charges contained in it, as the Court of Directors might be disposed to give.

INDIA AND
CHINA.

We think it unnecessary to go through each in detail, especially as in the majority of cases the main facts alleged have not been disputed; and as the failures in the service are in almost every instance attributable, directly or indirectly, to the employment of vessels of little power, or of insufficient capacity for stowage of coals.

It is admitted that the use of such vessels is mainly owing to the necessity of sending the steamers of a better class to take part in the war in Burmah. But it also appears that the latter vessels will not bear comparison with those of the great foreign and colonial lines.

We are informed that the East India Company are building two new vessels at Bombay, which will be superior in speed and size to any which have hitherto been employed by them as packets; but it does not appear that these, when completed, may not, in case of emergency, be withdrawn for other services.

The prayer of the petition to which we have referred is, that the conveyance of the mails on this branch may be thrown open to public tender, and that the contract be arranged on the conditions which the experience of Her Majesty's Government has shown to be best for securing the efficient performance of the service, and the greatest amount of accommodation to the public.

In respect of this suggestion, we have no doubt that if the service were executed by contract, greater speed and punctuality than has hitherto existed, and increased convenience to passengers and for the carriage of merchandize, might be secured. As to the cost, we have reason to think that 40,000*l.* per annum would defray it; and if the East India Company are willing to bear a share of the expense proportionate to that which they have accepted in the case of the other portions of the line east of Suez, and upon the same terms, we are of opinion that the change of system would be advantageous to Her Majesty's Government, and to the public, both in this country and in India.

LIVERPOOL &
NEW YORK.Liverpool, Halifax, and Boston. Liverpool and
New York.

(No. 7. Appendix B.)

Dates of contracts.

THIS service is performed under two contracts between the Lords Commissioners of the Admiralty and Messrs. Cunard & Co.,—the first and principal one, dated April 1, 1850, the other, January 1, 1852; the object of the latter being to provide a weekly communication throughout the winter, instead of a fortnightly one, as had been contemplated in the first instrument.

Their terms.

By the two contracts it is provided that vessels of not less than 400 h.-p., and capable of carrying guns of the largest calibre, shall be employed. The vessels are to leave Liverpool on Saturday in each week, alternately for New York and for Boston, the latter touching at Halifax, and the former doing so if required by the Lords Commissioners of the Admiralty. The day of departure on the return voyages from New York and Boston is Wednesday in each week.

The Lords Commissioners of the Admiralty may alter the days of departure at three months' notice; they may require mails to be received or landed at Holyhead; they may place an agent on board, to be victualled by the Contractors or may entrust the mails to the commanders of the vessels, who, in such case, shall make the usual declarations required by the Postmaster-General.

Penalties are prescribed for lingering or deviating from the course ; or in case of a vessel not leaving Liverpool for twelve hours after the appointed time. In the latter case the amount is 500*l.*, and the same for each succeeding twelve hours. The vessels may be surveyed by officers of the Admiralty, and any defects required, to be made good under a penalty of 100*l.* for each default.

LIVERPOOL &
NEW YORK.

There are stipulations as to the conveyance of officers (civil and military), troops, stores, and small packages, at certain rates.

The payments for the whole service under the two contracts amount to 173,340*l.* per annum for 304,876 miles travelled, giving a rate of 11*s.* 4½*d.* per mile.

Subsidy, 173,340*l.*

Mileage rate,
11*s.* 4½*d.*

Both contracts are to continue in force until January 1, 1862, and thenceforward until after twelve months' notice of termination shall have been given. But the Contractors may determine that of 1850 at any time on twelve months' notice, and on payment of 20,000*l.*; in which case the Admiralty may purchase their vessels, subject to arbitration. The contract of 1852 is also terminable at twelve months' notice, subject to the same condition as to the purchase of the vessels, and such notice may be given by the Lords Commissioners of the Admiralty as well as by the Contractors.

An additional allowance, within certain limits, is to be made to the Contractors in the event of an increase in the rate of insurance on steam-vessels, or in the freight or insurance of coals, as compared with the rates payable at the date of the contract, if proved to the satisfaction of the Lords Commissioners of the Admiralty.

The general penalty for non-performance of the contract is 30,000*l.*, to be paid "by way of stipulated or ascertained damages agreed upon" between the contracting parties.

This line of packets has of late years had to contend against serious foreign competition.

Character of service.

We find that the vessels employed on the line are much more powerful, and, of course, more costly than is required by the terms of the contract; and that as regards their fitness for war purposes, they are reported by the Committee of Naval and Artillery Officers as being capable of being made more efficient substitutes for men-of-war than any of the other vessels under contract for the Packet Service.

The service has been performed with great regularity, speed, and certainty. In fifty-four voyages between Liverpool and New York, from December 1851 to January 1853, the average length of passage has been 12 days 1 hour 14 minutes, and the average speed 10½ miles per hour.

In the same number of voyages between Liverpool and Boston, the average length of passage was 12 days 30 minutes, the stay at Halifax being 1 hour 50 minutes, and the time occupied between that port and Boston being 1 day, 10 hours, 25 minutes; the average speed rather more than 10 miles per hour.

That the Contractors have incurred an outlay over and above that required by the contract, appears from the fact that whereas vessels of 400 h.-p. (as therein specified) would cost about 50,000*l.* each, and consume 30 or 40 tons of coal a-day, those by which the service is actually performed, and of which the power ranges from 700 to 1000 h.-p., cost from 90,000*l.* to 100,000*l.* each, and consume twice and three times the amount of coal.

The competition with this line is shared by two American companies ; one (that of Collins and Co.) despatching a vessel every alternate Wednesday from Liverpool to New York ; the other sending a vessel, also on alternate Wednesdays, from Southampton to New York.

American competition.

It has been represented to us that, but for the subsidy which the English Government pays to Messrs. Cunard and Co., the Government of the United States would not have given so largely (858,000 dollars, as we are informed, for 26 double voyages) in support of Collins' line, and yet that the service might, by force of competition, have been equally well performed.

We are unable to say what course might have been taken by the Government of the United States in such case. It appears, indeed, from

LIVERPOOL &
NEW YORK.

a Report of the Committee on Naval Affairs, submitted to the House of Representatives in 1851, that the undertaking of Messrs. Collins was commenced mainly for the purpose of establishing "in the United States a rival to England in the Ocean Steam Navigation of the world, and in the great contest for the supremacy of the seas;" and that it was this consideration which induced the Government of the United States to contribute so freely to their support. But assuming that there had been no subsidy on either side, we are of opinion that the speed and regularity with which the service is now performed, although eventually they might have been arrived at by the unaided enterprise of the companies, would have been much longer of attainment.

We do not fully agree with Mr. Cunard that contracts for a long term of years are essentially necessary for the development of such a service; but we believe that such contracts, when, owing to the presence of powerful rivals in the same field, they do not preclude or check competition, may serve to assist and hasten improvements which private companies, dependent upon their own funds alone, would be more slow to undertake.

Excess of subsidy
over postage.

It has been represented that the subsidy which Government pays for this line is more than compensated by the postage which it brings in. This is an error, as will be seen by the estimate at the close of our report. The amount paid to the Contractors for the whole service performed (including that to Newfoundland, Halifax, Bermuda, and St. Thomas), is greater than the amount of postage received by 61,642*l*.

The proposed rail-
ways from Halifax
to Montreal and
Boston

In considering this line, our attention has been drawn to the possibility that before the expiration of the contract, a communication by railway may be opened from Halifax to Quebec and Montreal, and also from Halifax to Boston; and that in such case it might be possible to reduce the extent and expense of the packet-service, by making Halifax the sole point to be reached on the American side; this would save alternately on each voyage the passage between Halifax and Boston—the distance between the two ports being about 350 miles;—and the excess of the route from Liverpool direct to New York, as compared with that to Halifax—this excess may be reckoned at 500 miles.

Of course such an arrangement and any reduction of payment consequent upon it can only be made with the consent of the Contractors, who are fairly and equitably, as well as in strict law, entitled to demand an adherence to the contract for its full term, and we find that they refuse to entertain the proposal upon any conditions.

The evidence of Mr. Cunard is conclusive upon this point.

would not enable
Government to
drop part of the
service.

He states that he would not consent to make Halifax the terminus of the voyage, even if the present subsidy from Government were doubled, because such a measure would be ruinous to the line, both as regards passengers and freight.

Comparison of
routes by Halifax
and New York.

As regards passengers, those who land at Boston and New York compared with those who land at Halifax, are as thirty to one. Of this number it may be assumed that, in the event of such a change, those whose destination is in the United States (a large majority) would at once transfer themselves to the American or any other line which sailed for New York direct. And it may be doubted whether many of those who are bound for Canada would not prefer the route by New York or Boston, even after the railway from Halifax were completed.

The time occupied in the journey by railway from Boston to Montreal is now thirteen hours; from New York somewhat more. The distance from Halifax by railway to Montreal will be upwards of 700 miles, and probably will not in the most favourable circumstances be travelled in less than thirty hours. Therefore, taking into account, on the one hand, the expense of the longer railway journey, and the discomfort of it in severe weather, and, on the other, the fact that even at present a passenger pays no more for being carried to Boston than for being landed at Halifax, and that the passage between the two ports adds only thirty hours to the voyage on which he is embarked, we think it probable that many persons going to Canada (certainly those bound for the Upper Province) would

prefer a vessel which would land them at Boston to one which carried them to Halifax.

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NEW YORK.

As regards freight, the present charge made by the owners of the mail packets is 3*l*. per ton, and no distinction is made between the freight to Halifax and that to Boston. We are informed that the amount of cargo for Halifax is insignificant compared with that for the United States, each steamer taking no more than from five to ten tons to the former port; and although this is no doubt partly owing to the fact that the owners discourage the shipment of cargo for Halifax on account of the inconvenience and delay caused by the landing of it during the short stoppage of their vessels in that port, yet it is to be observed that the general character of the merchandize sent from England to the North American colonies is not such as to be remunerative to large steam-vessels under any circumstances; the great bulk being coarse goods, which can be conveyed equally well and at a lower rate by sailing vessels going out for timber freight, or for other purposes.

We are not surprised that, in consideration of the above facts, the Contractors refuse to entertain any proposal for a reduction of their subsidy, in return for such a limitation of their service as should leave them at liberty to land all mails at Halifax. But had they consented to do so, it would be necessary to bear in mind that such a change would seriously affect the postal revenue at present derived from the line.

Effect which the
change would have
upon postal revenue.

It will be seen by the Estimate appended to our Report, that at present the annual proceeds of the line may be reckoned at 126,398*l*.; and assuming that, as a consequence of the change, letters addressed to the United States and to California, whether written from this country or passing through it in transit, would by preference be forwarded by packets running to New York and Boston, we have no doubt that the above sum would be diminished by more than two-thirds; and that, in the first instance at least, if not permanently, the postal service between Europe and the United States would be transferred to the American line of packets, which is already in active competition with the existing British line.

We are of opinion that no reduction of subsidy which could reasonably have been proposed to the Contractors (had they been willing to entertain the question) would have been a satisfactory compensation for the loss thus incurred.

Under these circumstances we are unable to point out any mode by which the opening of a railway from Halifax to Quebec and Montreal can be made available for relieving the Revenue from any part of the annual payment which by contract is charged upon it until January 1862.

We are of opinion that the practice of sending a naval officer in charge of the mails might, without inconvenience, be dispensed with on this line. It appears that the mails have frequently been carried without the presence of an officer on board, and that no disadvantage has resulted; and where there are no branch lines to be served, no complicated number of bags or cross-mails to receive and deal out; where there are no stoppages, and the temptation to delay on the part of the Contractors is small, we think that the services of an agent may safely be dispensed with.

Admiralty agent
may be dispensed
with.

Should this course be adopted, it will be right to take security from the Contractors for the general safe custody of every mail, in addition to the declaration which the contract empowers the Postmaster-General to require from the commanders of the vessels. The Contractors are willing to allow 500*l*. a-year in consideration of being relieved from carrying an agent.

Beyond this we are unable to recommend any change to which the Contractors could be expected to assent.

They attach great importance to a long and undisturbed term of contract, as alone enabling them to incur the expenses necessary for a successful competition with their rivals; and the manner in which they have fulfilled its stipulations is such as fairly to entitle them to all the benefit which may attach to a strict adherence to the present agreement for its full term.

**LIVERPOOL &
NEW YORK.**

Proposed line from
New York to
Chagres.

In the course of our inquiry into this line, we have learnt that it is in the contemplation of the Contractors to establish a line in continuation of it, to run from New York to Chagres once a fortnight. They propose this with a view of supporting their existing line by making it a link in the communication with the Pacific, and in the full confidence that the route by Panama will prove the quickest to Australia.

The scheme does not appear to be matured; but Mr. Cunard reckons that the passage to Chagres by New York will be made in twenty days, and he assumes that thirty-three or thirty-four more will suffice to reach Australia. He does not expect that the line could be maintained without help from Government, and names 1000*l.* for the double voyage, as the rate at which his company would carry the mails to and from Chagres; adding, though with some hesitation, that he would be willing to make the remuneration dependent to a certain extent upon the postage received, if the present rates be maintained.

The merits of this line will hereafter be considered in connection with the existing lines to Australia.

**HALIFAX,
BERMUDA, &c.****Halifax, Bermuda and New York. Halifax and
Newfoundland.**

(No. 8. Appendix B.)

Date of Contract.

THIS contract was made on the 1st of July, 1850, between the Lords Commissioners of the Admiralty and Mr. Cunard for the conveyance of mails to Bermuda and Newfoundland.

Its terms.

The Contractor is to provide three vessels for the service. One is to leave Halifax for Bermuda, and one for St. John's, within twenty-four hours after the arrival of the packet from Liverpool; another vessel is to convey mails monthly between Bermuda and New York on such days as may be appointed by the Lords Commissioners of the Admiralty.

The vessels are to be screw-steamers, built of wood; not less than 350 tons old measurement, and 80-horse power; and to be fitted with a proper space for mounting an 18-pounder pivot gun.

There are provisions limiting, and in certain cases imposing penalties for, stoppages and delays, and requiring the conveyance of officers, troops, stores, and packages, on certain conditions.

The contract is framed generally upon the model of that which we have just considered. (No. 7.)

The term of duration is the same, except that in the present case either party may give notice of termination at the end of twelve months, without payment of fine, or other condition.

**Subsidy, 10,600*l.*,
mileage rate, 3*s.***

The payment to be made is 10,600*l.* a-year, being at the rate of 3*s.* a-mile.

**Character of the
service.**

The general penalty on non-performance is 2000*l.*

This service is supplementary to that between Liverpool and Halifax, and altogether dependent upon it.

In respect of the manner in which the service has been executed, we find that, on the 8th of May, 1850, the "Falcon" packet was lost at sea, and the mails forwarded to Halifax by a hired vessel two days afterwards. We also find that twice in that year, and twice in 1852, the mails from Newfoundland were not received at Halifax in time to be forwarded by the packet of the main line to Liverpool.

We do not consider that these few irregularities call for any unfavourable comment.

The great difference in the amount paid for this service, as compared with that of the main line, when reckoned by mileage (3s. in one case, and 11s. 4d. in the other), arises from the low power of the vessels required for it, and their small size, their prime cost being from 12,000l. to 16,000l. only.

We find that the provisions of the contract have been so far relaxed as to allow that one of the three vessels shall be built of iron, and that this was done as a concession to the Contractor upon the loss of the vessel above mentioned.

HALIFAX,
BERMUDA, &c.

Bermuda and St. Thomas.

BERMUDA &
ST. THOMAS.

(No. 9. Appendix B.)

THE contract for this service between the Lords Commissioners of the Admiralty and Mr. Cunard dates from the 28th February, 1851. Date of contract.

The purpose of it is to provide a monthly conveyance for the mails between Bermuda and St. Thomas each way, the days and hours of departure being named by the Lords Commissioners of the Admiralty.

The provisions as regards the size and power of the vessels, and in other respects, are the same as those of the foregoing contract. Its terms.

The payment is 4,100l. per annum, which gives a rate of nearly 4s. a mile. Subsidy, 4,100l.,
mileage rate, 4s.

This service connects the West Indies with the United States and the North American Provinces. The departure of the vessel from St. Thomas takes place immediately after the arrival of the homeward West Indian packet, and carries the correspondence of the West Indian Colonies and of Her Majesty's ships on the station from that island to Bermuda. Character of the
service.

The only irregularity in the performance of the service which has come to our knowledge is the arrival of the "Merlin" at St. Thomas on the 18th of March, 1852, in a disabled state. The mails were forwarded to Bermuda by a sailing vessel on the 23rd.

We have no alteration to suggest in regard to the line.

We find that if the departures of each of the three vessels which form the chain of communication from St. Thomas to Bermuda, from Bermuda to Halifax, and from Halifax to Liverpool, were so timed as to follow close upon the arrival of the vessel in immediate connection with it, the communication between Liverpool and St. Thomas might be effected in seventeen or eighteen days; and if the power of the vessels on the two lines between Halifax and St. Thomas were increased, this time could be reduced. We do not advise the entertaining of any such new scheme at present, but whenever it may be necessary to reconsider or to extend the communication between this country and the West Indies, it will be well to examine whether the West Indian might not advantageously be combined with the North American line. Line might here-
after be combined
with West Indian.

England, West Indies, Gulf of Mexico, and Brazils.

WEST INDIES,
&c.

(No. 10. Appendix B.)

THE contract with the Royal Mail Steam-Packet Company for conveying the mails to the West Indies originated in an offer made in April, 1839, by certain merchants connected with the West Indies to organize a Company for the conveyance of mails by steam between England, the

Origin and date of
contract.

WEST INDIES,
 &c.
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Subsidy, 270,000*l.*,
 mileage rates,
 10*s.* 10½*d.*, and
 3*s.* 10½*d.*

Terms of contract.

West Indies, and the Gulf of Mexico, twice a-month for 240,000*l.* per annum. Their offer was under the consideration of the Government for about a year, and was finally adopted for the sum originally proposed. It has been frequently altered in detail since its origin. The subsidy and the main provisions of the agreement have, however, been left for the most part untouched, and the alterations affect chiefly the course of the mail communications. It was renewed in 1846, and again in 1850, on which latter occasion the Brazil service was added to that previously performed, after tenders had been publicly invited, and an addition of 30,000*l.* a-year was made to the subsidy, which thus amounts to 270,000*l.*, being at the rate of 10*s.* 10½*d.* per mile for the West Indian service, and at the rate of 3*s.* 10½*d.* per mile for the Brazil service.

The contract provides for the maintenance of not less than fifteen steam-vessels, of which ten must be furnished with engines of not less than 400 h. p., and must be built of wood, and constructed to carry guns of the largest calibre now used in the Royal Navy. The Company are bound to make such improvements in them from time to time as the Lords of the Admiralty may require.

Tables of Routes are appended to the contract, but power is given to the Lords of the Admiralty to make alterations in them from time to time, provided that if they require the Company by notice to perform a service of more than 547,296 nautical miles in length, the Company shall be remunerated at the rate of 9*s.* 10*d.* for every mile beyond that distance, traversed in pursuance of such notice.

The contract contains the usual provisions for the Government survey of the vessels; for the power to purchase them at a price to be settled by arbitration; for the appointment of Admiralty agents, and the establishment of their authority to enforce a strict execution of the contract; and for the conveyance of a certain number of officers and soldiers, and a certain quantity of baggage, stores, and small packages, at reduced rates of charge.

It is stipulated that if at any time, from causes recognized by the Lords of the Treasury as being of a "distinctly public and national character," the insurance on steam-vessels shall rise above 6*l.* 6*s.* per cent., the freight of coals above 1*l.* 2*s.* 6*d.* per ton, and the insurance on coals above 2*l.* 2*s.* per cent., the Company shall receive an additional sum, to be settled by arbitration, but not to exceed 75,000*l.* a-year in the whole.

Power is given to the Lords of the Treasury, in case of public necessity, to alter the course and services of the Company's vessels in any manner that may be thought expedient, on the understanding that they are to perform 547,296 nautical miles in any direction for the amount of their subsidy, and are to be paid 9*s.* 10*d.* a mile beyond that distance.

A penalty of 100*l.* is imposed in case any vessel, having the mails on board, stop, linger, or deviate from the course on her voyage, unless in consequence of unavoidable circumstances, or in case she put back into port without consent of the Admiralty agent, or delay to start again after putting back when called on by him to do so.

A penalty of 500*l.* is also imposed for every twelve hours' delay beyond the proper and appointed time in starting from the port of departure in England; and a penalty of 200*l.* for every twelve hours' delay in starting from any other port or place in the vessel's course.

There is also a general penalty of 50,000*l.* payable "in case of failure on the part of the Company in the due execution of the contract or any part thereof."

The contract is to remain in force till the 1st of January, 1862, and further, until twelve months' notice of its determination shall have been given; but the Lords of the Admiralty have power to determine it at any time in case of its being underlet or assigned to any other party, or in case of "any breach of the contract on the part of the Company, their officers, agents, or servants."

The amount paid for the West Indian branch of this service exceeds the estimated sum received for postage by 183,938*l.*, and for the Brazilian branch the estimated annual postage received exceeds the sum paid by 3,478*l.* This, however, rests upon an estimate made previously to the

Excess of subsidy
 over postage.

reduction of the rates of postage to Brazil and to Buenos Ayres from 2s. 9d. and 2s. 7d. respectively to 1s., which took place, as regards Brazil, on the 1st April, 1853, and Buenos Ayres 1st March, 1852. The estimated deficiency upon the whole amount paid under contract, is 180,460l.

WEST INDIES,
— &c.

The mode in which this Company has performed its contract has of late been the subject of many complaints; and our attention has been called to several memorials which have been addressed to the Treasury, the Admiralty, and the Colonial Office, by parties interested in the communication with the West Indies. We have also had before us a Return, which has been presented to Parliament (House of Commons, No. 270), showing the dates of arrival at certain ports in the years 1851 and 1852, of the Royal Mail steamers.

Character of
service.

It is alleged in these memorials, that the service undertaken by the Royal Mail Company is performed with great irregularity; that the vessels do not arrive at the times named in the Table of Routes attached to the contract; that the duplicate correspondence from Chagres, being sent round by way of New York in American vessels, and thence conveyed, by the Cunard or American line of steamers, to Liverpool, commonly arrives in England sooner than the original letters brought directly by the Royal Mail vessels; and that great confusion is introduced into the inter-colonial postal communications by the frequent non-arrival of the outward mail till some days after the homeward mail has been made up; by the unnecessary delays which take place in coaling at St. Thomas, and in receiving and transferring freight there and elsewhere; by the want of a proper number of efficient steamers for the inter-colonial service; and, in some instances, by the negligence and incompetency of the commanders of those vessels, which causes unnecessary loss of time between port and port. Complaints are also made of the insufficient accommodation for passengers in some of the inter-colonial steamers; but the conveyance of passengers is a question which does not fall within the range of our inquiry, though we may remark in passing, that as the effect of the Government subsidy is to give a practical monopoly to this Company in respect of the whole inter-colonial communication, it is not unreasonable that the attention of the Government should be directed to any cases of inconvenience which may arise in connection with it. Lastly, the memorials for the most part call attention to the largeness of the subsidy granted to this Company, and intimate that other parties would be willing to undertake the service at a lower rate of remuneration.

Complaints against
the Company.

It has not been within our power or province to examine minutely into all these complaints. We have, however, taken some evidence on the subject; and have also ascertained, by an examination of the Secretary to the Company, that the facts, so far as they relate to the alleged irregularities in the completion of the voyage, are not disputed.

The Company admit the correctness of the Return which has been presented to the House of Commons. From this Return it appears that in the course of the last two years the packets have only kept their stipulated time of arrival at Southampton on three occasions; that they have sometimes exceeded it by as much as fourteen or fifteen days; and that on the average of the two years they have failed to keep time by four days for each voyage.

Irregularities in
completion of
voyages.

We find also, from a Return furnished by a mercantile house in Liverpool, through the Postmaster of that place, which has been shown to, and corrected by, the Secretary to the Company, that in the three years from February 1850, to March 1853, the duplicates of letters from Panama despatched by way of New York were received in Liverpool sooner than the original letters forwarded by the Royal Mail Company were received at Southampton on twenty-nine different occasions; that on two occasions the letters and duplicates arrived on the same day; and that on thirteen occasions only have the letters been received before the duplicates. We subjoin a copy of this Return in the Appendix, from which it will be seen that the deficiency of the Royal Mail service is most conspicuous in the early part of the period selected for comparison. It is not stated how far this comparison is affected by the priority in departure

APPENDIX (E).

WEST INDIES,
&c.

of the respective vessels. The Secretary admits, that before the Company's new ships could be constructed, the anticipation of the mail by way of the United States was frequent; but, he observes, that since September 1852, during which period the new steamers have been working, there have been only two instances out of fifteen (ten of which are shown in the Return, and five are of later date) in which the arrivals *viâ* Liverpool have anticipated those *viâ* Southampton. On the other hand, one of the witnesses whom we examined attributes this circumstance to an alteration in the time of the departure of the American vessels from Chagres. It has been alleged that in consequence of the frequent anticipation of the mail by the American vessels, many merchants have adopted the practice of sending their original letters by way of New York, and the duplicates by the Royal Mail Company's vessels, and of refusing the duplicates if their arrival has been anticipated, thus causing a loss of postal revenue to the Government. The Postmaster at Liverpool does not fully confirm this allegation, though he states that he is aware that several mercantile houses there receive their original letters by way of the United States, and that in a few cases the duplicates forwarded by the Mail steamers have been refused.

Delays in coaling.

We have examined the Reports furnished by the Admiralty agents on board the Royal Mail steamers during the last two years, with a view to ascertain the correctness of the allegation that too much time is taken up in coaling, and that vessels are delayed in order to wait for cargoes. We find that the time allowed in the Table of Routes for coaling at St. Thomas has repeatedly been exceeded. In many of the Reports the cause of the delay is stated to be "coaling and transferring cargo." The Secretary to the Company, in explanation of these delays, states that the process of coaling has been rendered uncertain by the difficulty which has sometimes been found in procuring labour, and that he is confident that the delays which have occurred have been occasioned by this circumstance, and not by any loss of time in transferring cargo, which he admits would be contrary to the spirit of the contract. He also states that in so complicated a service as that undertaken by the Company, it is frequently necessary to wait for the inter-colonial mails, and that the delays complained of are often to be thus accounted for.

Answer of the
Secretary.

In answer to the general charge of irregularity which has been advanced against the Company, the Secretary maintains that time is not of the essence of the contract. He contends that those engagements are fulfilled provided the Company furnishes the stipulated number of vessels, obtains the approval of them by the Admiralty Surveyor, despatches them from England on the appointed days, and does not permit them to stop, linger, or deviate from their course, without sufficient cause; and he argues that if a ship has been approved by the Surveyor, and if the Company work her to the utmost of her power, they would not be chargeable with any breach of their agreement, though she should take thirty days to accomplish a service which, according to the time tables, ought to be accomplished in ten days.

Proceeding upon this view of the contract, the Secretary then points out that the requisitions of the Admiralty with regard to the number and power of the Company's vessels have been much more than complied with. Notwithstanding the serious losses which the Company have sustained from the destruction of the "Amazon" and the stranding of the "Demerara," at the very commencement of their services, they have now seventeen steamers actually at work, and seven more in course of building or repairing, making a total of twenty-four vessels, of the aggregate power of 10,590 horses, instead of fifteen vessels of the aggregate power of 5,060 horses, as required by the contract; and their largest class of vessels, instead of being limited to 400 h. p. as specified in the agreement, consists of one vessel of 1000 h. p., and four others of 800 h. p. He further states, that in the course of about six months from the present time, he hopes that the losses sustained in the two cases above referred to will have been fully repaired by the completion of the new ships now in course of construction, and that it will then be in the power of the Company to adhere much more closely to the Table of Routes, though

he still considers it impossible in so complicated a service to insure precision, particularly as the Tables in their present form leave little time for contingencies. WEST INDIES,
&c.

The Company, however, in letters subsequently signed by their Chairman, admit that the time tables are part of the contract, and that any wilful departure from them would be a contravention of its stipulations, but they contend that a want of perfect exactness in times of arrival and departure abroad is inevitable, and constitutes no breach of contract, and that the tables were agreed to rather for the purpose of defining what both parties believed to be the probable performance of the voyages than as stipulations to be minutely observed. The Company proceed to urge in their behalf that they have fulfilled all the other conditions of their contract; that they have maintained the number and description of ships required; that none of them have ever been objected to by the Government surveyors; that they have been placed on their stations with regularity; that, except in cases of shipwreck, they have all performed their appointed routes. And of the Chair-
man of the Com-
pany.

With respect to the time tables, we are of opinion that no reasonable doubt can be entertained that they form part of the contract. They are connected with the clause which declares that the Contractors shall diligently, faithfully, and to the satisfaction of the Lords Commissioners of the Admiralty, and with all possible speed, convey the mails as mentioned in these tables of routes. Time tables are
binding on the
Company, and
ought to be
observed.

They are repeatedly referred to in other clauses of the contract in terms which clearly connect it with the body of the agreement; and if they were not part of it, several of the stipulations would be unintelligible. Thus provision is made for the time to be allowed for stoppages at ports "when no time is hereby specifically fixed," whereas there is no time specifically fixed in any part of the contract except in the table of routes; so, again, a fine is imposed upon vessels not starting at the appointed time, and as no time is appointed except by the table of routes, the provision would have no meaning if that table were not part of the contract.

In addition to these considerations of verbal construction, it appears to us to be clear from the whole spirit of the agreement that time is an essential part of it.

It is true that when the first contract was framed there had been no experience of transatlantic steam navigation which could have justified the Government in requiring the contractors to bind themselves to a specified speed and detailed periods of arrival, and accordingly time tables were not included in it, but reliance was placed on the size and power of the vessels and on the stipulations against loitering or delay; but when the contract was renewed in 1846 and again in 1850, it had become comparatively easy to ascertain what steamers could accomplish, and the reason urged by the Company on the latter occasion for renewing the contract was, that it would enable them to build vessels of the newest construction and to maintain that speed which the public have a right to expect in an important postal communication, and which is necessary for the preservation both of the postage revenue as well as for their own interest.

In the last contract, therefore, while regulations as to size and power of vessels were retained, there were no longer the conditions mainly relied on, but Tables of Routes, framed on the calculation of an average speed of from nine to ten knots an hour were adopted.

The Company may be correct in asserting that perfect exactness is not attainable on such long voyages. A circuit of 37,000 miles, including thirty-one stoppages, cannot be executed to an hour. But that degree of punctuality that might properly become the subject of a compact, and which must be understood to have been that to which the agreement of the Company bound them, the public have a right to expect. Delays arising from unforeseen causes, are specially exempted, but those which arise from mismanagement or deficiency of speed in the vessels, and which are so great or are so systematically repeated as to amount practically to a subversion of the engagement, do we conceive constitute violations of contract.

The reason suggested by the Company's Secretary for the addition

WEST INDIES,
&c.

of the Table to the contract is, that it was intended to serve as a guide to the colonial postmasters, in order that they might get their bags ready by the time appointed for the sailing of the packets. It is, however, obvious, that when the Time Table is systematically departed from, it is a cause of inconvenience, instead of advantage, to the colonial communications. This is clearly shown in the memorials from some of the colonists, and it is admitted by the Company's Secretary himself, that the Time Table as it is now worked is an inconvenience. He observes that it is founded on a too sanguine calculation, and that the system does not now work so well as it used when longer time was allowed, and that time better kept.

It requires little consideration to perceive, that in a complicated service like that to the West Indies, in which no less than thirty-one ports are embraced in the communications, and nine branch lines are worked in connection with the main one, a strict adherence to the Time Table is far more important, though it may also be more difficult, than in a single direct voyage. A day's delay in arriving at a particular port may render it impossible for the mercantile houses established there to answer their correspondents' letters till the following month, and the most serious inconvenience may thus be occasioned. However desirable it may be to quicken the communication between the main termini of the line, which was the main object of the Company in undertaking to increase the expense of their service, the Government would assuredly not have consented to any scheme of Routes for that purpose, unless such scheme had also professed to make due provision for the inter-colonial communications; and a systematic failure to keep to the times prescribed, however trifling the amount of each separate deviation may appear, must be looked upon as entirely subversive of the essence of the agreement.

We are satisfied that the Royal Mail Company has had great difficulties to contend with, and has made great exertions and incurred heavy expense towards establishing an efficient fleet of vessels. On the other hand, it has been treated with great indulgence by the Government, and large allowance has been made for its shortcomings in consideration of the unfortunate losses it has met with, and the interests involved in its maintenance. The subsidy which it receives is very large, and it has never been exposed to the competition of public tender. The abandonment of the North American branch within the first year of the contract, without any corresponding diminution in the subsidy originally granted has rendered the rate of payment per mile much higher than was agreed upon when the Company was first formed. It has, moreover, of late been very confidently asserted that several parties would be willing to undertake the service at a much lower sum than that now paid to the Company; but while the contract remains in force there are no means of testing the sincerity of such offers.

Under these circumstances we are of opinion that while it would not be fair towards the Company at the present moment to determine the contract, or to inflict any penalty in respect of past deviations from it, the public interest nevertheless demands that a stricter course than has heretofore been followed with respect to such deviations should now be adopted. We consider that a careful watch should be kept upon the proceedings of the Company; that the Admiralty agents should be directed to report specially upon the causes of every deviation from the Time-Tables, and should any case of great irregularity again occur, or should minor infractions continue frequent, we think that the contract should be annulled.

Due notice should be formally given to the Company that it is the intention of the Government to adopt this course; and should the Company be of opinion that it is impossible for them to continue the service on such terms, an opportunity should be given them of re-opening the whole question of the arrangements, and of endeavouring to come to a more satisfactory agreement. In the existing state of the communications with various parts of the Continent of America, and with reference to schemes which are now in a state of some forwardness, we think it highly probable that more favourable terms might now be obtained for the con-

Deviations from
them to be strictly
watched,

and contract an-
nulled in case of
great irregularity.

Notice of this in-
tention to be given
to the Company.

veyance of the mails on the West Indian line, and to Brazil, than those on which that service has been undertaken by the Royal Mail Company. We are therefore of opinion that the Government ought not to be satisfied with less than a strict fulfilment of the whole of the service now contracted for, or else a re-adjustment of the agreement on an entirely new basis.

WEST INDIES,
&c.
—

In connection with the subject of this contract, we may take occasion to mention that we have had communications with Mr. Cunard, and Mr. Just, a Director of the Australasian Pacific Steam-Packet Company, on the subject of a proposed line from this country to Australia by way of the Isthmus of Panama. It is in the contemplation of Mr. Cunard, as we have already noticed in our report upon the Liverpool and New York line, to establish a line of packets from England to the Isthmus, and the Australasian Pacific Company are now making active preparations for opening their line from the Isthmus to Sydney, which they expect to do before the close of the year. They are now building five screw steam-vessels of 300 h. p. each, and propose running once a month between Sydney and Panama. Mr. Just stated that the Company would be glad to contract for carrying the mails at the rate of 8*d.* per letter. He estimated the time of the service beyond the Isthmus at thirty-nine days, or, taking the whole voyage from England, sixty or sixty-one days between Liverpool or Southampton and Port Jackson.

Proposed line to
Australia by way of
Panama.

It will be seen in our notice of the Australian service, that we think a further experience of the working of the line to Australia by way of the Isthmus of Suez is desirable, before entering upon the consideration of a line by way of Panama. It may, however, be expedient, when this Company has commenced its operations, to negotiate with it for the conveyance of one or more mails as an experiment.

This, however, is not the proper place for discussing the route from England to Australia. Our object in now referring to the proposals of Mr. Cunard and Mr. Just is to point out the material bearing which they have upon the position of the Royal Mail Company. Should Mr. Cunard establish a direct communication between England and Chagres, free from the embarrassments which attend upon the complicated service of the West Indies, he will probably draw all the traffic between England and Western America to himself, which will seriously injure the Royal Mail Company. On the other hand, should Mr. Cunard's line not be established, and should the Australasian Pacific Company work in connection with the Royal Mail Company, the profit which the latter will derive from the Australian traffic will no doubt be very considerable.

Its probable effect
on West Indian
service.

A proposal has also been made to the Government by the South American Steam Navigation Company, which is about to undertake a second communication in the month with Brazil, to carry the mails for the sum of 8,400*l.* per annum. We understand that this Company is about to commence its operations without reference to any subsidy.

Proposed new line
to Brazil.

The Royal Mail Company have remonstrated against the admission of a rival Company to the benefit of a subsidy from Government. We cannot, however, recognise in them any right to complain if such a step were taken. Their existing contract does not profess to give them a monopoly of the traffic, but simply assures to them a certain, and, as it appears, a liberal, subsidy in consideration of the performance of a particular service. We are, therefore, of opinion that it is quite open to the Government to consider whether they shall enter into an agreement with the South American Company.

But we do not think it expedient at the present moment that any contract for a term of years should be made with the new Company. Independently of the general objections which may be urged against involving the Government in subsidies guaranteed for long periods, it seems peculiarly desirable to abstain from committing it to any new arrangements with reference to the communications with Southern or Central America, until it appears whether the Royal Mail Company is able punctually to fulfil its engagements, or whether a new arrangement will become necessary. In the latter event the hands of the Government should be as free as possible.

New contract not
recommended at
present.

Upon the whole we consider that the arrangements for the communi-

Desirable to wait
till Australian line
decided on.

WEST INDIES,
&c.

cation with the West Indies are less satisfactory than those for the other great lines. The expense they involve is far more out of proportion to the receipts of the line than its relative importance appears to justify. We are, however, of opinion, that when the line to Australia has ultimately been decided upon, it will be easier to readjust the West Indian service than it would be at present. Should a communication be opened with Australia by way of Panama, the West Indian and Australian Mails might be carried out from England in the same vessel, and it would then only be necessary to provide for the inter-colonial service. Should it, on the other hand, be found better to send the Australian letters by way of Singapore, or round the Cape of Good Hope, it would become a question whether the West Indian service might not advantageously be to some extent combined with the direct line across the Atlantic to the United States.

EAST INDIES
AND CHINA.

East Indies and China.

(No. 11. Appendix B.)

See No. 6.

CHANNEL
ISLANDS.

Channel Islands.

(No. 12. Appendix B.)

Date of contract.

THIS contract was concluded in July 1848, by the Lords Commissioners of the Admiralty, and the New South Western Steam Navigation Company, after tenders had been publicly called for.

Its terms.

The vessels for the service are to be of 120 h. p. at least, approved by the Admiralty, and not less than three in number. They are to run three times a week each way, and are to make the voyage to Guernsey within nine and to Jersey within twelve hours. Penalties are prescribed for not proceeding at the appointed times, and for delay; in the latter case, 50% for each successive hour. A naval officer may be placed on board in charge of the mails, with the usual powers; or they may be entrusted to the commander. The plans of the vessels are to be submitted to the Lords Commissioners of the Admiralty; and the Contractors are bound to adopt such scantling, materials, &c., as the Lords Commissioners may deem requisite for carrying a suitable armament. The payment is 4000% per annum; and the contract is terminable at six months' notice. Stipulated damages of 2000% are to be paid in case of failure by the Contractors to execute the agreement.

Subsidy, 4000%.

Former subsidy,
2000%.

Under the previous contract with the same Company for this service (1845), only 2000% per annum was paid; and although the terms of that contract required vessels of 80 h. p. only, those which were actually in use were of the same power as the present. That contract was terminated by the Company, who tendered for renewing the service at 5000%. Other tenders were invited but none were sent in, and the Company ultimately accepted 4000%.

Character of the
service.

The irregularities on the line have not been frequent or serious. Six cases of delay have occurred since the commencement of the present contract: three caused by stress of weather, two by accidents to machinery, and one by a death on board. The service therefore appears to have been satisfactorily performed.

Representations were received from Jersey in 1851, in favour of more frequent postal communication with England; but we have been informed

that an acceleration of the mails by dispatching the packets from Southampton two or three hours earlier, so as to insure to correspondents the power of replying conveniently to their letters by return of post, would meet the wishes of the community generally. It is possible that this might be done without inconvenience or expense; but if not, we do not recommend that the present contract should be terminated with the view of entering upon a new one.

CHANNEL
ISLANDS.

According to the accounts taken in April 1853, the gross inland postages for a year on the whole of the correspondence, paid and unpaid, sent to and received from the Channel Islands, amounts to 7,423*l.* 4*s.* 0*d.*; and the gross foreign, colonial, and ship letter postage, calculated in like manner, amounts to 3,260*l.* 15*s.* 0*d.* The total gross postage on the whole inland, foreign, colonial, and ship correspondence being 10,683*l.* 19*s.*

The expenditure for postal services in the Islands for one year, ending the 5th January, 1852, was 1,247*l.* 11*s.* 2*d.*

The expenditure for the packet service is, per annum, 4,000*l.*

Pacific,

PACIFIC.

(No. 13. Appendix B.)

THIS contract, which was signed in September 1850, is an extension of a former one made in 1845. Date of contract.

The Pacific Steam-Packet Company obtained a Royal Charter, and commenced a communication between the chief ports on the western coast of South America in 1840. But notwithstanding that they were in possession of exclusive privileges from the South American Governments, and received postage upon letters conveyed between those foreign Governments, they found their enterprise unremunerative, and incurred heavy losses until they obtained a contract with the Home Government. They still receive postage upon such correspondence as is specially intrusted to their own agents for conveyance between foreign ports.

The contract requires not less than six steamers to be provided, of not less than 170 h. p. In November 1850 the Company proposed to increase their rate of speed, and for that purpose to employ steamers of 350 h. p. and 1000 tons; and represented that four such vessels would be sufficient to perform the whole service. They obtained leave to perform the service with four such vessels. In February 1853 the Company represented to the Board of Admiralty that the expense arising from the greatly increased freight of coals rendered the portion of the line between Callao and Panama unremunerative, and entailed a severe loss; and they requested a corresponding increase of subsidy—this was refused. They then solicited permission to employ between Callao and Panama vessels of only 100 h. p. and 400 tons, which they considered would be sufficiently large for the passenger traffic, and would restore the balance of profit by reducing the cost of fuel. They undertook that these vessels should be capable of maintaining an average speed of ten knots an hour, and that the mail service should in no respect suffer from the change. As this alteration would not diminish the rapidity of the communication, and would in no degree weaken the force of the stipulations as to time, the Board of Admiralty did not think themselves justified in refusing, but agreed to it temporarily, reserving to themselves the power of reverting to the original agreement whenever they should think fit. Its terms.

When the Royal Mail Company doubled their communication with the Isthmus of Panama, the Pacific Company considered it necessary also to double their corresponding line, even though they only obtained an addition of one-fourth to the subsidy they had previously received.

PACIFIC.

Besides the desire of extending the benefit of this double communication with England, there appears to have been some apprehension on their part that the want of steam communication in the Southern Pacific to correspond with the alternate fortnightly voyages of the Royal Mail Company, might bring upon them competition from some of the steamers running between the Isthmus of Panama and California belonging to residents in the United States.

Under the first contract the Company despatched three vessels once a-month, and received a payment of 20,000*l.* a-year; under the present one they send their vessels twice a-month to correspond with the fortnightly arrivals and departures of the steamers of the Royal Mail Steam-Packet Company at the Isthmus of Panama, and they receive 25,000*l.* a-year, which is at the rate of 3*s.* 10*d.* a mile.

Subsidy, 25,000*l.*
 Mileage rate,
 3*s.* 10*d.*

They touch at thirteen ports between Panama and Valparaiso inclusive.

The contract is terminable on April 1, 1860, or on any subsequent day of which a twelve months' notice shall have been given.

The usual stipulations are contained in it.

The estimated amount of receipts on account of postage, for one year, upon the conveyance of mails between Panama and ports in the Pacific, is 5,441*l.*

Character of service.

No breaches of contract are recorded, and no complaints of irregularities have been brought under our notice.

This contract differs from all others, in that the vessels employed under it do not touch at any part of Her Majesty's dominions; though practically, it must be considered as providing only a continuation of the line which terminates at Southampton. The extension of British influence and British commerce appears to have been the chief inducement for supporting this communication between the Republics of New Granada, Bolivia, Peru, and Chili. In the chief towns of those countries, English mercantile establishments exist, and are said to place a high value upon the maintenance of this line. As the contract has so many years to run, we have no recommendation to offer with respect to it.

CAPE AND CALCUTTA.**Cape of Good Hope and Calcutta.**

(No. 14. Appendix B.)

Date of contract.

THE contract with the General Screw Steam Shipping Company for the conveyance of the mails once a month between England and Calcutta, by way of the Cape of Good Hope, was made on the 20th May, 1852, for a term of seven years, and thenceforward from year to year, determinable after the expiration of the term at a twelvemonths' notice.

Subsidy, 42,144*l.*

The subsidy is 50,000*l.* for the first year, 45,000*l.* for the second, and 40,000*l.* for the third and every succeeding year, which amounts on the average to 42,144*l.* per annum for the term of seven years, and to a mileage rate of about 3*s.* 5*d.* on the distance accomplished.

Mileage rate, 3*s.* 6*d.*

Terms of contract.

The receipts for postage on this and the following line (No. 15), are estimated for one year at 14,930*l.*

The Company are bound to carry on the service in vessels of not less than 1400 tons burden and 233 h. p., fitted with screw-propellers, and of such construction, strength, and equipment, as to be fit and able to carry and fire such an armament as the Government may consider suitable and requisite.

Each vessel is also bound to maintain an average speed of not less than eight knots an hour.

The usual provisions are inserted with reference to the appointment and authority of Admiralty agents, and there is a stipulation that as long as they are required by the Government to be conveyed on board the Company's vessels, a sum of 1400*l.* per annum shall be paid as a compensation for the expense they occasion.

The provisions relative to the Admiralty survey of the Company's vessels, the power of purchasing or hiring them at an arbitrated amount, of requiring them to carry officers (civil and military), soldiers, baggage, stores, and ammunition at reduced charges, and the assignment of the postage to the Postmaster-General, are generally the same as in other contracts.

The Company are subject to penalties if the vessels delay in starting, or linger or deviate from their course, except in case of stress of weather; and they are liable to a fine of 30*l.* if they fail to despatch a vessel from any port at the appointed time, and to a further penalty of 10*l.* for every successive hour's delay. The general penalty for failing to perform the contract is 6,000*l.*, and the Lords of the Admiralty have the power of putting an end to the agreement without previous notice, in case of such failure.

This contract replaces one which previously existed with the same Company for the conveyance of the mails from England to the Cape of Good Hope by way of Sierra Leone, for a subsidy of 30,700*l.* per annum.

The circumstances under which the new contract was made are stated in a letter addressed by us to your Lordships on the 18th March last, which will be found in the Appendix to this Report. At the time that letter was written the Company were petitioning the Government to grant a large increase to their subsidy, in consequence of the increased price of coals. It was stated to us by Mr. Ellis, the Chairman of the Company, that it was necessary to the continuance of their operations that the subsidy should be raised from 42,000*l.* to 80,000*l.* per annum, or if the service to Ascension could be dispensed with, a smaller increase, but still not less than 26,000*l.* or 28,000*l.*, might enable them to maintain the line. Mr. Ellis very strongly pressed upon us that the Company had not brought forward this complaint "until they thought they saw very clearly that there were no redeeming chances before them for some time to come;" and he stated that, although he could not speak for the shareholders, the mind of the Directors clearly was that if the addition were not granted the contract must be given up.

We reported to the Lords of the Treasury our opinion that this application ought not to be entertained, and we understand that it was declined accordingly; but we have not heard that the Company have in consequence abandoned the contract.

With reference to the fitness of the vessels belonging to this Company for the purposes of armament, we have to call attention to the second Report of the Committee of Naval and Artillery Officers, in which it is stated that inasmuch as all these vessels are constructed of iron,—a material not suitable for vessels of war,—the Committee have not thought it necessary to institute any special inquiry into their efficiency in other respects. There is nothing in the contract to restrain the Company from the use of iron vessels, but it appears that their having employed this material, has in effect defeated the intention of the provision in the contract.

The contract having still six years to run, and no violation of its provisions having been brought under our notice, we have no suggestions to offer with respect to it.

APPENDIX (F).

Application of
Company for in-
crease of subsidy.Should not be com-
plied with.Employment of
iron vessels.

**CAPE
AND NATAL.****Cape of Good Hope and Natal.**

(No. 15. Appendix B.)

Date of contract.

THE General Screw Steam-Shipping Company is also bound by another contract, dated August 10, 1852, for the conveyance of mails once a month, each way, between the Cape of Good Hope and Port Natal, for which purpose they are to maintain not less than two iron steam-vessels, of at least 300 tons burden, fitted with screw-propellers, and supplied with engines of not less than 40-h.p. The vessels are to be of such construction, strength, and equipment, as to be fit to carry and fire one pivot and four broadside guns.

Its terms.

The contract contains the usual provisions as to the Government approval of vessels, the appointment and powers of Admiralty agents, the conveyance of officers—civil and military—troops, baggage, and stores, and the right of the Government to purchase or hire the Company's ships at prices to be fixed by arbitration.

There is moreover a special clause giving the Admiralty power to survey the Company's vessels from time to time, as often as they may think fit.

Penalties are imposed for lingering or deviating from the right course, and for not keeping the time of departure. There is also a general penalty of 1000*l.*, and the usual provision for determining the contract in case of a breach of its conditions.

The contract is to remain in force till 1859, and thereafter from year to year; but in the event of the determination of the contract for the Calcutta line, this contract is also to be terminable.

**Subsidy, 3000*l.*,
paid by the colony.**

The annual subsidy is 3000*l.*, but though the contract was made by the Imperial Government, and is under its superintendence, the subsidy is repaid by the Colonial Treasury.

Such receipts for postage as the Post Office bring to account, are included in the report upon the former line (No. 14).

We have no suggestions to offer on the subject of this contract.

AUSTRALIA.**England and Sydney, New South Wales.**

(No. 16. Appendix B.)

**Contract has been
annulled.**

SINCE the commencement of our inquiries, the contract under which this service was undertaken by the Australian Royal Mail Steam Navigation Company for the annual payment of 26,000*l.* has been annulled by the Lords Commissioners of the Admiralty, owing to the inability of the Company to fulfil their engagements.

APPENDIX (G).

The circumstances which led to this step were fully detailed to your Lordships in our report of the 16th March last, a copy of which will be found in the Appendix. It is therefore unnecessary to recite the provisions of the contract, but we think it right to state shortly the considerations which, in our opinion, should guide the Government in providing for the service which has thus lapsed.

The only certain and regular communication which is now secured between this country and the Australian colonies is that which takes place once in each alternate month by means of the vessels of the Peninsular and Oriental Company, *viâ* Suez and Singapore. The communication in the other six months of the year remains unprovided. We are of opinion, however, that it is not advisable that any new contract for a term of years should, at present at least, be entered into for the postal service of the Australian colonies; and this, not only on account of the high rate of wages and freight, and the high price of all materials connected with shipping, but also for the following reasons:—

Even assuming that a contract of long duration were desirable, it is altogether doubtful which of the routes to Australia—that round the Cape of Good Hope, that by Suez, or that by Panama—will eventually offer the greatest advantages. At the same time, although the doubt exists at present, it will probably be resolved before many months are over.

The route round the Cape of Good Hope cannot be said as yet to have had a complete trial. The vessels of the Australian Royal Mail Steam Company did not, from various causes, afford a fair test of the certainty or the speed with which that voyage can be accomplished; but several private steam-vessels have recently left England bound for Australian ports, and others are about to do so; and when further experience shall have been had of the time in which they make their passages homeward as well as outward (for there is great difference between the two), it can be more easily judged what relation this route bears to the others.

The same holds good, to a certain degree, in the case of the route to Suez. The first mail for Australia, under the contract with the Peninsular and Oriental Company, left England only on the 4th of March, and the first return mail may be expected to have left Sydney about the 20th of May. Therefore experience of this route also has to be gained; although as letters from Melbourne brought by vessels on the sole account of the Company, have already been received by it in sixty-eight and sixty-four days, it may be hoped that the result will prove satisfactory.

As regards the route by Panama, we are informed that the vessels of the Australasian Pacific Company, intended to run between Panama and Sydney, are in a state of great forwardness, and that five are in course of construction, of which the first will, as we are informed, be ready to proceed to its station in July. In the meantime, we are assured by one of the managers of the Company (Mr. Just) that he expects that the passage between Panama and Sydney will be accomplished regularly in thirty-nine days, including stoppages at Otaheite and New Zealand.

This line is to be established without any subsidy: the Government therefore will have the advantage of seeing the merits of the route tested by private enterprise, and of judging whether it is well suited for postal purposes. If so, the service of the Royal Mail Steam-Packet Company to Chagres would at once connect it with this country; or the line contemplated by Mr. Cunard between New York and Chagres, and by which he expects that port will be reached in twenty-one days from Liverpool, will, if established, serve that purpose. Both Mr. Cunard and Mr. Just are desirous of having the mails entrusted to them; and both are disposed to receive by way of payment a certain proportionate part of the postage collected.

We think that under these circumstances it would be unwise in the Government to bind the General Post Office for a term of years, however few, to the use of one line in preference to another.

But, further, we are of opinion that the great amount of shipping of the highest class, including steam-vessels, at present engaged in the trade between England and Australia offers the means of ascertaining whether arrangements equally efficient and more economical may not be adopted in place of the present contract packet system, so far at least as communication with that colony is concerned.

The principle of these arrangements has been stated to your Lordships in a letter from the Postmaster-General of the 25th April, 1853,

AUSTRALIA.

Not desirable to enter into new one at present.

Best route doubtful.

Route by the Cape.

By Suez.

By Panama.

Australasian Pacific Company.

New arrangement proposed by Postmaster-General.

AUSTRALIA.
APPENDIX (H).

printed in the Appendix, and is shortly this That the days and ports of departure should be settled some months in advance; that a fixed sum should be assigned as the payment for each voyage; and, that tenders should be invited for one or more voyages, that tender being accepted which undertakes to perform the service in the shortest time, subject to certain conditions prescribing fines for delay of departures, and for every day by which the period shall be exceeded; and that as respects the return mails, the arrangements should be left to the discretion of the authorities in each colony.

This scheme having been already sanctioned by your Lordships, we will only add that we recommend that it should receive a full trial, modified if necessary in respect of any details which may call for improvement.

Comparison of
steam and sailing
vessels.

It is probable that its adoption may lead to the Mails being occasionally intrusted to sailing-vessels, and not to steam-vessels. We do not anticipate any serious disadvantage from this at present. The time occupied by the steam-vessels which have hitherto run between England and Sydney has varied from 76 to 120 days. The length of passage by fast-sailing vessels between England and Port Philip may be said to be from 82 to 110 days. The fact that the difference is so small is mainly attributable to the circumstance that upon reaching a latitude south of the Cape of Good Hope, ships fall in with westerly winds which prevail throughout the rest of the passage, and give an advantage to sailing-vessels over vessels that rely mainly upon their steam-power.

We feel that a consideration of the various circumstances above mentioned justifies us in recommending that no renewal of a contract for a term of years, in place of that lately annulled, should for the present be attempted.

WEST COAST
OF AFRICA.

West Coast of Africa.

(No. 17. Appendix B.)

Date of Contract.

THIS contract was made in 1852. It had previously been publicly advertised, and two tenders were made in accordance with the published conditions; they were both declined, and the present contract was arranged by private negotiation at a lower sum than either of the tenders.

Subsidy, 23,250*l*.

The payment provided is 23,250*l*. for the first year, and is to diminish by 500*l*. in every successive year during which the contract continues. It may be terminated in September 1862, or any subsequent day on which a twelvemonth's notice from either party shall expire.

Terms of contract.

The estimated annual amount of postage receivable is 2,646*l*.

A sufficient number, but not less than three screw steamers, are to be provided. They are to be of not less than 700 tons register and 220 h. p. and are to convey the mails at a speed which, on the average of the voyages of each vessel, shall be not less than eight knots an hour. The voyages are monthly.

Character of
service.

The usual provisions are inserted in this contract, except that the sum stipulated for the passage-money to be paid by officers and troops is not lower than the ordinary fares.

As the importance of this line arises from the effect it may have in extending the relations between this country and the settlements and native territories of the West Coast of Africa, and in promoting the substitution of legitimate commerce for Slave Trade, the steamers are to touch

at every port where trade is carried on between Goree and Fernando Po inclusive.

WEST COAST
OF AFRICA.

There have been irregularities arising from the delay in obtaining pilots at the entrance of the rivers and from the difficulty of obtaining canoes to land the mails, but it is expected that this part of the service will be better organized after there has been more experience.

Mr. Macgregor Laird expresses a hope that after the expiration of this contract the line may become self-supporting.

Dover, Calais, and Ostend.

(Appendix B.)

DOVER,
CALAIS, AND
OSTEND.

THIS is the only service which is not done by contract.

The mail service between England, France, and Belgium is divided between the packets belonging to the respective Governments. The night-mail is conveyed between Dover and Calais by the British packets, and the day-mail by the French packets.

Service performed
by Government
steam-vessels.

The mails which pass only once a-day between Dover and Ostend are conveyed, on three alternate days of the week, in British packets; and on the four remaining days, including Sunday, by the packets of the Belgian Government.

Four steamers are kept by the Admiralty on this station fully manned, and two spare steamers to take the place of any that may be under repair or withdrawn.

The service appears to have been satisfactorily performed as regards both mails and passengers; but as a line on which there is so great a passenger traffic may be expected to be self-supporting, and as the receipts from passengers' fares and freight of parcels do not cover the cost and expenses of the packets, we recommend that tenders be publicly invited, in order to ascertain whether a contract may not be formed by which the service may be done with greater economy, and under stipulations that would prevent any diminution of punctuality and efficiency.

Tenders be called
for.
Service to be
performed by
contract.

On a review of the System of Communications which has thus been described, it will be seen that they may be divided under four heads:

Review of our
packet communi-
cations.

First, those which complete the Inland Mail service of the United Kingdom, including the lines between Liverpool and the Isle of Man; Holyhead and Kingstown; Aberdeen and Lerwick; and Southampton and the Channel Islands.

Secondly, those which lie between England and her Colonies, or between one Colony and another, including the lines to India, Australia, the Cape of Good Hope, the West Indies, and, in part, the line to North America.

Thirdly, those which lie between England and Foreign countries, including the lines to the United States, to Brazil and the Foreign West Indies, to the Peninsula, to the West Coast of Africa, and to China.

Fourthly, those between different Foreign ports, of which the only instance is the Pacific line between the ports on the West coast of South America.

1. Inland mail service.

Not to be judged by the rules applicable to that over sea.

In the case of the first of these four classes, no attempt is made by the Government to compensate the expense of maintaining the lines by levying a sea-transit postage upon the correspondence conveyed. In fact, those services must be viewed as forming a necessary part of the Inland Postal System of Great Britain, and cannot be examined or tested, as to cost and profit, by the rules which apply to the Colonial and Foreign services. In the case of the Isle of Man, the postage collected covers the cost not only of the packets, but of the land-establishment of the Post-Office in the island. In that of Shetland the payment for the sea-service alone exceeds the postage collected; and in that of Orkney, the expense of conveying the Mails to the Islands, and of the Postal service within them, is considerably greater than the revenue received.

We do not say that on this account the present services should be curtailed, or even that it may not be right to extend and improve them; but the considerations which may make this desirable are such as do not appear to call for an opinion of this Committee. The development of agricultural and commercial resources; the interests of shipping frequenting certain harbours; and claims founded (as in the case of Shetland and Orkney) upon the scanty amount of favour and assistance hitherto received from Government, are matters of general policy, upon which we do not pronounce any judgment. We have considered it sufficient to state the present condition of each service, and to point out any particulars which would have a direct bearing upon its alteration or extension.

The second class is by far the most important.

2. Colonial service.

Its extent.

Three-fourths of the whole annual subsidy granted by the Government for the Packet Service are paid to three great Companies,—the Peninsular and Oriental, the Royal Mail, and the Partnership of Messrs. Cunard and Co. The first has for its chief object the maintenance of frequent and regular communication with the British possessions in India and the Eastern Seas. The second is mainly designed to keep up that with our West Indian dependencies. The third, besides embracing a highly important foreign service, brings us into close contact with our North American provinces.

Its importance

The value of the services thus rendered to the State cannot, we think, be measured by a mere reference to the amount of the Postal Revenue, or even by the commercial advantages accruing from it. It is undoubtedly startling, at first sight, to perceive that the immediate pecuniary result of the Packet System is a loss to the Revenue of about 325,000*l.* a year; but, although this circumstance shows the necessity for a careful revision of the service, and although we believe that much may be done to make that service self-supporting, we do not consider that the money thus expended is to be regarded, even from a fiscal point of view, as a national loss.

In a military sense.

If the greatness of this country depends in any degree upon the maintenance of her Colonial empire and the command of the sea, it is obvious that she must be prepared to expend considerable sums upon the defence of her distant possessions. The total amount which will be required for this purpose must, to a great extent, depend upon the ease and rapidity with which the force we possess can be made available at any place where it may be wanted at a short notice. A system of communication which supplies regular and early intelligence of all that is going forward in each quarter of the globe, and which enables orders to be rapidly sent out and rapidly executed, necessarily tends to economy of military expenditure, because it tends to the concentration of military force, and also enables the Government by timely action to avert the necessity for the employment of such force at all.

Packets how far available for war purposes.

An erroneous impression appears to have prevailed among the public as to the efficiency of our Postal Steamers for direct purposes of warfare. We do not believe that those who are charged with the direction of the military affairs of the country have ever regarded them as likely to be of

any great service in an engagement ; but their advantages as an auxiliary force will be very considerable. They will be available, in the event of the breaking out of hostilities, for the rapid conveyance of despatches, of specie, and, to a certain extent, of troops and stores. Their speed will be such as probably to secure them from the risk of capture, and will render them highly valuable for procuring intelligence of hostile movements. They may also be expected to furnish the Queen's ships with men trained to steam-navigation, and possessing an amount of local knowledge which cannot fail to be valuable in several ways.

Again ; it is not only in a military sense that rapidity of communication between all parts of the British Empire tends to increase its security. While the Mother-country continues to exercise any control over the proceedings of the Colonies, the inconveniences attending the delay of correspondence are severely felt, and speedy communication is of the highest consequence to the preservation of satisfactory relations between them. Its importance with reference to emigration, and the maintenance of correspondence between the emigrants and their friends at home, is too obvious to be overlooked.

Other advantages
of colonial mails.

Lastly ; the commercial relations which the Postal System is so well calculated to foster between all parts of the world are peculiarly valuable in the case of the Colonial communications, inasmuch as they not only add to the national wealth but serve as a bond of union between the Mother-country and her dependencies.

With regard to the details of the Colonial service, we are of opinion that a great arterial line to India by the Overland Route, and a direct line to the North American provinces, are of national importance, and ought to be maintained, even if they should prove permanently unremunerative ; that the best mode of communicating with Australia has yet to be discovered by experience, and that for the present it would be imprudent on the part of the Government to bind themselves further to the permanent use of any one route ; the best arrangements for the service of the West Indies cannot be determined upon without reference to the decisions to be hereafter arrived at respecting the communication with Australia by way of Panama. The only remaining Colonial line of importance is that to the Cape of Good Hope, which, under present circumstances at least, appears worthy of being maintained, even at some cost to the country.

Conclusions as to
the great colonial
lines.

Of the Foreign services, for which provision has been made, several are connected with, and subsidiary to, Colonial lines. The continuation of the Cunard line to the United States is a measure of economy, as it is only by such continuation that the North American line can be made in any degree remunerative. The service to China is also, we believe, the most remunerative portion of that undertaken by the Peninsular and Oriental Company : and the same may be said of the Foreign services of the Royal Mail Company.

3. Foreign service.

United States.

China.

Brazil and Gulf of
Mexico.

Peninsula.

The service to the Peninsula is important in a political point of view. We have stated the contingencies upon which it may be dispensed with.

The service to the West coast of Africa is of great importance to the national object of suppressing the Slave Trade and promoting legitimate commerce, and ought on that account to be maintained.

West Coast of
Africa.

The service between the ports on the Western coast of South America may, to a certain extent, be considered as a continuation of the West Indian line.

Pacific line.

We now proceed to report upon the matter to which, in the last place, the minute of your Lordships directs our attention, viz. : "The construction of a system of account under which the receipts and charges of each line of packets may be accurately and clearly stated for the consideration of Parliament, instead of the present very defective arrangements, under which, while the charge is presented together with the Navy Estimate, the receipts are carried to the credit of the General Post Office Revenue, without any means of distributing it according as it is derived from the land and over-sea service respectively."

System of account.

House of Commons.
No. 564, 1843.

This is a matter which has already been investigated by Parliament:— in 1843, by a Committee of the House of Commons appointed to inquire generally into the postal measures then in force, by whom, however, no opinion on the matters submitted to them was given; and in 1847 by a Committee of the House of Lords, appointed at the motion of the Earl of Ellenborough for the purpose of examining this particular branch of Post Office management. This last Committee reported as follows:—

House of Lords,
No. 225, 1847.

“As respects the form in which the Post Office accounts are kept, the Committee are compelled to come to the conclusion, that it would not be possible so to keep the accounts as to afford the means of distinguishing with perfect accuracy the receipt and expenditure under the several heads of Domestic and Transmarine Postage; and that the attempt to attain such accuracy would be attended by a large increase of cost, and much delay in the distribution of letters, which would not be compensated by any commensurate advantage.

“It is possible, however, now to distinguish, with sufficient correctness for all practical purposes, the receipt and expenditure under the several most important heads of Transmarine Postage.”

We find that circumstances have in no respect altered since the evidence was taken upon which the above Report is founded, except indeed that the gross total of the correspondence of the United Kingdom has increased by 27 per cent. since 1847*; and that, whereas in that year the number of Foreign and Colonial Packet Mails made up monthly at the General Post Office (without reckoning those sent daily to France and Belgium) was 30, it has now been augmented to 42—the same number being also received for delivery.

Difficulties in
preparing a satis-
factory one.

There are two principal difficulties which oppose themselves to the construction of such a system of account as that which your Lordships describe.

1. As regards receipts, the constant and serious delay in the delivery and despatch of the Foreign and Colonial Mails, which would arise from the attempt to take regular and accurate account of the postage received upon letters sent by each line of packets.

2. As regards charges, the fact that the subsidy paid to each line does not admit of being separated into expenditure for postal service, and expenditure incurred for other purposes; although in most cases the whole sum far exceeds that which would be paid if the service of the Post Office alone were considered.

Regular accounts
cannot be taken.

In explanation of the first of these impediments, we beg leave to quote the following extract from a letter addressed to your Lordships' Board upon this subject by the Postmaster-General on the 19th of March last:

“The outward mails being despatched at fixed periods, offer the least difficulty; yet many of these mails have now become so large, and the separate divisions in which they are made up are so numerous, that the pressure at the time of closing is such as not only to render delay frequently unavoidable, but also to endanger the correct sorting and transmission of the correspondence; whilst the necessary employment of additional hands, by dividing the responsibility, tends to impair the check upon the officers engaged in the duty.

“As regards the mails arriving from abroad, the uncertainty of the time at which they are received renders the task one of still greater difficulty. Sometimes a mail reaches the General Post-Office at a time of the day which makes it our duty to use every effort to get the London portion of the letters delivered during business hours. Sometimes the utmost

* Chargeable letters delivered in the United Kingdom, were, in the year 1847, 322,146,243. During the first four months of 1853 they have been delivered at the rate of 409,000,000 per annum.

exertion must be made to despatch the country letters by the first succeeding morning or evening mail from London, in order that they may not lie several hours in this office; and I need not remind your Lordships how loud are the complaints of the public (who easily learn at what time the mail has been received), when, notwithstanding all our endeavours, the desired object cannot be accomplished.

“Frequently a heavy foreign or colonial mail will arrive in the morning on which another heavy mail is about to be despatched; and it would then be quite impossible to take the account desired, without greatly delaying the delivery of the one and the despatch of the other. Not only would an increased number of hands be necessary, but a large amount of additional space would be indispensable; for even under existing circumstances that department of the office in which such work would be performed is so crowded that the present ordinary duties can with difficulty be discharged.

“The arrangement for despatching the morning mails to the North at an earlier hour, which came into operation on the 1st instant, has brought to light a further impediment to the keeping of such accounts; for it has been necessary more than once that the letters received in the second mail from France should be checked, taxed, stamped, sorted, and made up into bundles for transmission to the country, within fifteen minutes of the time at which the mail reached this office. Had it been required to take an account of the postage, all these letters must have been delayed until the evening despatch.”

We are of opinion, however, that, although a return of the receipts from Packet Postage throughout the year is not attainable, and an accurate balance of the profit and loss from the packet contracts cannot therefore be struck, an estimate may nevertheless be framed for each year, which shall approach sufficiently near to the truth to enable Parliament to judge of the growth of the foreign and colonial postage, and its general relation to the annual expenditure upon the lines of packets. The basis upon which such an estimate should be framed is an account of each mail, outwards and inwards, taken for some one month of the year; the task being entrusted to selected officers, whose whole attention, together with any assistance which they may require, should be concentrated for the time upon the mail under examination. With these precautions the inconvenience which may result to particular interests will at all events be of the shortest possible duration and of very rare occurrence; and may, we think, fairly be held to be compensated by the value of the information obtained.

But an estimate
may be framed.

From the proceeds of one month thus ascertained those of the year may be calculated: and we believe that an estimate thus formed will be found not only more practicable, but more trustworthy than a return taken continuously throughout the year; because in the latter case it would be necessary to rely upon the skill and care of a much greater number of hands, without the possibility of applying any satisfactory check to their work. Such an estimate as we have described has been prepared for the current year, and will be found in the Appendix, with explanation of the data and calculations upon which it is based. It will be seen that the amount of postage received is not the only uncertain element in the calculation: in the case of a letter passing between Great Britain and a colony or foreign country, the proportion of its postage which may be fairly charged for the British Inland service cannot be demonstrably shown; although it is clear that something is due to the General Post Office of this country on that account, because whilst all letters, foreign or inland, are received, stamped, sorted, and otherwise dealt with, by the same hands, it is certain that, both in respect of sorting, and in the accounts which they render necessary with Foreign Governments, foreign letters, in proportion to their number, cause more trouble and consequently more expense than others. In the estimate appended this greater labour has not been considered, but $1\frac{1}{2}d.$ has been assumed as the portion due to the British Office; that being the mean between the

APPENDIX (I).

Difficulty of
apportioning the
expense of the
services.

paid and unpaid rates and the letters of each class being, in the case of foreign and colonial mails, nearly equal in number.

In regard to the second difficulty to which we have called attention, viz., that of apportioning to the General Post Office its fair share of the subsidies paid under contract to the several lines of packets, we are unable to suggest any complete solution of it.

Your Lordships have seen from our Report that in framing these contracts various objects have entered into the consideration of the Government, the cost of which ought not in our opinion to be charged upon the revenues of the General Post Office. A simple comparison of the receipts and expenditure upon some of the lines is in itself sufficient to prove this. If the Post Office is to be considered as a department producing revenue, it is not to be supposed that a line of vessels which costs the State 240,000*l.* a-year, and brings in no more than 56,062*l.* (as is the case with the West Indian packets), or one for which 25,000*l.* is annually paid, and which returns little more than one-fifth of that sum (as the Pacific line), can be maintained as a part of its machinery; and, in fact, the contracts for many of the services have been made without reference to any estimate or opinion on the part of the Postmaster-General of their probable value as postal lines.

House of Commons,
No. 708, 1838.

Conveying News-
papers.

It is also to be observed that although the present arrangement, under which, while the charge is presented with the Navy estimates and accounts, the receipts are carried to the credit of the General Post Office revenue, is defective as between the Board of Admiralty and the General Post Office, yet it leads to a result closely approximating to the truth as regards the expenditure and receipts of the latter department. This arises from the fact that whilst, on the one hand, the General Post Office receives credit for the earnings of the packets without being charged with their cost, on the other, none is given to it on account of the duty on Newspapers, which was expressly retained as a postage charge. This duty in the year ending January 5, 1853, amounted to 412,956*l.* The labour and expense of the conveyance of Newspapers is very great. In number they are believed to be equal to more than one-fifth of the number of letters; in weight and bulk they are twice as great as the letters. The number posted in London alone is about 770,000 weekly; and the preparation of them for despatch by the night-mails occupies about 240 men.

System proposed.

If, therefore, it were sought to correct the present system of account by transferring the charge of the packets from the Admiralty to the General Post Office, it would be necessary not only to reduce that charge in consideration of the objects not essential to the postal service, for which much of it has been incurred, but to bring to the credit of the General Post Office the produce of the stamp-duty on Newspapers.

In lieu of the existing arrangement, however, we would submit that the Lords of the Admiralty should be required to forward annually to your Lordships' Board a statement showing the various services under their control connected with the Post Office arrangements, together with an Estimate of the expense of those services for the ensuing financial year. Upon the receipt of that statement and Estimate it should be referred to the Postmaster-General for a Report showing the progress and changes made in the postal service of the kingdom during the preceding year, the increase or decrease in the productiveness of its several branches, including that of the packets, and furnishing an Estimate of the receipts similar to that in the Appendix (I).

The total amount of Post Office packet revenue exhibited in that Estimate might either be brought in aid, and abated from the gross packet expenses furnished by the Admiralty, and a vote taken in the Miscellaneous Estimates prepared at the Treasury for the balance required beyond the revenue of the postal services; or the entire gross vote should in future be included in the Civil Miscellaneous Estimates submitted to Parliament by your Lordships.

Should either arrangement be approved, the settlement would become a mere matter of account between the Treasury, the Admiralty, the Post

Office, and the Contractors ; the latter being paid as at present by the Admiralty out of funds placed to the credit of the department. Should the first suggestion be adopted, the funds should be provided from the Post Office revenue and from the miscellaneous vote of Parliament ; or in the second case, solely by a transfer from the Exchequer.

Much information useful to Parliament would thus be presented with the Miscellaneous Estimates in a compact and convenient shape, and the financial profit or loss to the State upon each line would be exhibited more clearly and satisfactorily than has hitherto been the case ; but for the reasons stated it could not assume the form of an actual account of receipts, or furnish an accurate balance with the precision which is expected in financial Returns prepared for Parliament.

(Signed)

CANNING.
WM. COWPER.
STAFFORD H. NORTHCOTE.
R. MADOX BROMLEY.

July 8, 1853.

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APPENDIX (A).

Treasury Minute, March 1, 1853.

THE Chancellor of the Exchequer states to the Board, that the attention of Her Majesty's Government has been drawn to the great and annually increasing amount of the estimates for packet services over sea, and to the large proportion which that item now bears to the general civil expenditure of the country.

The annual charge for these services is already approaching a million of money, while the total amount of the estimates for civil services for the year 1852-3, which were higher than in any preceding year, amounted only to 4,177,754*l*.

Important as it is to secure rapid and certain communication with the remote dependencies of this country, and with other distant States, for national purposes, it is doubtless, under all common circumstances, from commercial considerations that such facility of correspondence derives its highest value.

There are limits beyond which the ordinary charge borne by the State on this account ought not to pass. It is, moreover, in the nature of such a charge to grow up by successive additions, each of them due rather to a comparison of the relative burden and benefit of the particular portions of each line of communication among themselves than to a more extended consideration of the proportion between the national advantages of the entire service and the aggregate charge imposed by it upon the Treasury.

Her Majesty's Government conceive the time to have arrived when the entire charge of the packet service should be deliberately examined and reviewed, with joint reference to the questions,—how far the purposes with which the present system was begun have been accomplished,—how far the total amount of service rendered to the State is adequate to the total annual expense,—how far there may be cause for a more than commonly jealous and scrupulous consideration of such further schemes of extension of the system as particular interests or parties may press, or even such as public objects may recommend from time to time; lastly, how far, on account of the early period at which certain of the contracts are terminable, or on account of requisitions put in by the contractors themselves for the modification of the terms, or for any other reason, it may be prudent to entertain the question of any revision of those terms, or of laying down any prospective rules with regard to them; such only, of course, as may comport with the equitable as well as the legal rights of the parties, and may avoid any disappointment to the just expectations of those classes who may have felt a peculiar interest in the establishment and extension of these great lines of communication.

In the estimation of Her Majesty's Government, Parliament was originally induced to make some very large grants for packet service across the Atlantic under the belief that, independently of postal revenue, and likewise of the commercial and political advantages attending rapid and certain correspondence at fixed and short intervals, the packets to be built for this service would form a reserve of powerful vessels, available, if unhappily the need should arise, for purposes of war; and Parliament never would have consented to grants of such an amount, except with this combination of objects in its view.

It has, however, appeared, from recent and careful examinations made under proper authority, that this expectation, which formed so important an element in these transactions, has in the main been frustrated; and that, with exceedingly rare exceptions, the vessels of the packet service, while partial injury has been done them with reference to their postal

purposes by the endeavour to combine strength with speed, are not suitable, and could not be made suitable, to serve as ships of war.

At the same time, it is not to be conceived that, on account of this failure in a portion of the design, the country has cause to regret having paid a larger price than was intended to be paid simply for the establishment of these noble chains of communication, which well nigh embrace the world. The organisation of a complete postal system upon the ocean, with absolute fixity of departures, and a general approach to certainty in arrivals, was a great problem; of high interest and benefit, not to England only, but to all civilised countries; and this problem may now be said to have been solved by England, for the advantage of mankind at large. It was to all appearance altogether beyond the reach of merely commercial enterprise; and if the price paid has been high, the object has been worthy, and the success for all essential purposes complete.

But that problem having now been solved, the state of the case is altered. These undertakings have now been found to lie within the reach of the energies of British commerce; in some cases without subvention from the State, and in others with much less of it than was originally supposed to be absolutely necessary for their success.

Prospectively, therefore, as it appears to Her Majesty's Government, it may be wise to proceed by somewhat different rules, without thereby implying that the decision of Parliament to spend so largely for the establishment of improved over-sea communications was a prodigal or imprudent one under the circumstances in which it was taken. At the same time, looking to the future, it is the opinion of Her Majesty's Government that the charge for packet-service has imperceptibly grown in some degree out of its due proportion to the service performed, as well as to the general expenditure of the country; and it is a just subject of anxiety to them that such reductions in it as may be practicable should from time to time be effected.

My Lords are further informed by the Chancellor of the Exchequer, that the Peninsular and Oriental Steam Company have applied to the Admiralty for an immediate as well as important relaxation and change of the terms of their new contract, which has been in operation since the 1st of January, 1853, although it has not yet been legally completed.

Lastly. My Lords learn from the Chancellor of the Exchequer that he has communicated on this subject with the First Lord of the Admiralty and the Postmaster-General; that the First Lord of the Admiralty has entirely approved of the proposal to postpone the presentation of the Packet Estimate to Parliament, with a view to an immediate examination of the subject of the packet contracts, and that the Honorable Mr. Cowper will be prepared to act on the part of the Admiralty in such an inquiry: that he has also communicated with Viscount Canning, the Postmaster-General, who is willing to undertake the chief conduct of it; and that he proposes that Sir Stafford H. Northcote, Bart., and Mr. Bromley, Secretary to the Board of Audit, should be associated with Mr. Cowper, under the presidency of Lord Canning, for the purpose of conducting it.

My Lords concur in the view which has been taken of this important subject by the Chancellor of the Exchequer, and are pleased to appoint Lord Canning, and the gentlemen above named, to be a Committee of Inquiry, for the purposes recommended; and their Lordships proceed to express the general views and objects with which it is their desire that the Committee should approach the execution of its task.

In point of time, the first duty of the Committee will be to examine into the recent application of the Peninsular and Oriental Company, which, contemplating, as it does, an immediate practical change, must be decided upon without delay.

The Committee will doubtless find that the demand of the Company for liberation from certain vital conditions of its contract will, by re-opening the discussion of it upon the merits, afford an equitable opportunity of securing an improvement in the position of the State with respect to it. As they will not strain this opportunity beyond the bounds of perfect fairness, so neither will they fail to point out such advantage to the public as within those bounds may be attainable.

Next in order of time to this subject, will be those which it may in like manner be important to determine with the least possible delay ; such as the cases of packet contracts of which the original term has expired, and which are now liable to drop upon a short notice, so as to affect the services of the financial year of 1853-4 : or the cases of other contracts, which, like that of the Peninsular and Oriental Company, may in like manner be now opened, in a greater or less degree, by the request of the parties themselves for relaxation or release.

Passing onwards from those among the contracts set forth in the accompanying sheet abstract which may be considered as cases urgent in point of time, it will be the duty of the Committee, with a view to the future, to consider more at large the general purposes and ordinary stipulations as well as the pecuniary terms of the contracts one by one.

In reviewing the purposes and stipulations of the contracts, the Committee will have to consider and report whether they can learn, either that the prospect of a reserve of ships of war, which was at one time confidently entertained, has been realised in any sensible degree under these costly arrangements, or whether there is any probability that it can be realised hereafter, compatibly with the paramount purpose for which the packets have been constructed, namely, that of postal vessels. On this point the Committee will consult a report which has been presented to the Board of Admiralty by a Committee of Naval and Artillery Officers.

It will also be their duty to observe what provisions have been inserted in the contracts to secure the sufficiency of the ships for the purposes of naval warfare ; to ascertain whether the stipulations have been carefully fulfilled ; whether in any cases where they have not been so fulfilled, permission to waive them has been regularly sought and obtained from the proper department of the Government ; and whether, in consideration of such non-fulfilment, there has been any adequate remission, or any remission, of the price which the State engaged to pay, not for postal service merely, but for the double purpose of postal service together with a reserve force in aid of the Royal Navy.

The Committee will likewise have to examine with what degree of punctuality and precision the postal conditions of the contracts have been fulfilled. It will be their duty to note with care, as well the amount as the causes of any failures in this respect : especially, in case they should find that any material irregularities have in any case occurred which might by the exercise of due diligence have been avoided, it will be their duty to ascertain, for the information of Her Majesty's Government, whether, in consideration of such irregularities, any abatements have been made from the charge upon the public ; whether the penalties under the terms of the contracts have been legally incurred by them ; and whether, if so incurred, they have been in fact exacted, or if remitted, on what grounds the remission has been allowed.

Generally it will be the duty of the Committee to consider whether any and what improvements may hereafter be introduced into the provisions of these contracts, or into the mode of negotiating them.

The Committee will, of course, overlook no opportunity that their examination of the case may bring into view, of modifying any of the existing arrangements, so as to improve them, with a full regard to the rights of parties and to the convenience of the public.

They will carefully state the present service and charge, in each case, as compared with those of any preceding arrangements ; and consider, with reference to economy and public convenience, all the alternatives which either have been presented to Government up to this time (whether immediately available or not) by the proposals of competing parties, or which might, from the present state of commerce and communications, be reckoned upon in various cases, with various degrees of confidence, in case the present arrangements should be dropped.

They will find it an important branch of their duty to consider whether it has truly alleged, with respect to this system of packet contracts, that its natural tendency and its present operation are to discourage private enterprise, and to bear down the efforts which it might make

without any pecuniary aid, had it only the negative advantage of an open field.

In suggesting any modified forms of the present arrangements, or any other arrangements founded on a similar basis, it is most important that the Committee should keep in view the prudence, under present circumstances, of engagements for very short terms of years. The intense demand at this moment for the services of shipping not only constitutes a disadvantage in present negotiations, but holds out an almost certain prospect of a corresponding over-supply and re-action some two, three, or four years hence, in the rates of freight, when, in all likelihood, it will be practicable to deal on better terms for the public. Independently of this periodical revolution of the cycle of trade, the rapid progress of commercial organisation generally, and of steam navigation in particular, makes it highly desirable that the Government should, as far as may be, stand with its hands free, to avail itself of circumstances to the greatest advantage, from time to time, as they shall develop themselves.

The Committee will not confine themselves to the consideration of economy or other amendments in detail, but will make a comprehensive survey of the existing organization, and note their general views upon any improvements of the line, or the mode of service, which may apply to the system at large.

In considering alternative proposals, they will carefully weigh against one another the respective service and charge, and will doubtless bear in mind the social as well as political importance of easy and secure communications with those British colonies to which the stream of emigration has of late been most largely directed.

My Lords hope that the labours of the Committee may issue in pointing out the means of no inconsiderable immediate saving in the charge of the packet service, and likewise of making use of the increased energy and resources of private enterprise, and the improved knowledge of the modes of coping with the difficulties of ocean communication, so as after a short time to effect a still larger economy in the basis and operation of the whole system.

My Lords have, moreover, to direct the attention of the Committee to the construction of a system of account under which the receipts and charges of each line of packets may be accurately and clearly stated for the consideration of Parliament, instead of the present very defective arrangements, under which, while the charge is presented together with the Navy Estimates and Accounts, the receipts are carried to the credit of the General Post Office Revenue, without any means of distributing it according as it is derived from the land and over-sea service respectively.

It is the desire of my Lords, that both on all these several points, and on any others of public interest and moment, which the course of their inquiry may bring into view, the Committee should, in addition to presenting the facts of the case, tender without reserve, in their report or reports, all recommendations of which they may conceive that the adoption would be beneficial to the public service.

Lastly, it is the desire of my Lords that this important inquiry should, especially as regards all contracts which are open to be dropped or modified during the financial year 1853-4, be prosecuted with all practicable despatch.

Transmit copies of this minute to the Secretary of the Admiralty and the Commissioners of Audit, and request that the services of the Hon. W. Cowper and of Mr. Bromley may be afforded for the purposes of this inquiry.

And transmit a copy to the Committee for their information and guidance.

APPENDIX (B).

ABSTRACT OF CONTRACTS for the Conveyance of Mails.

NOTE.—By the Act 7 William IV, cap. 3, previous Contracts entered into by the Post Office were transferred to the Admiralty.
All Sea Contracts under £500 per annum directed to be managed by the Post Office by Treasury Minute of December 8, 1840. (See Treasury Letter, December 11, 1850.)

Line of Communication.	How often.	Number, Size, and Character of Vessels.	Names of Contractors.	Terms.	Contract.		Penalty.	Remarks.	Time fixed for Departures and Arrivals.
					By whom made, and date.	Commences.			
1. LIVERPOOL and ISLE OF MAN.	Twice a week ...	Steamers not less than 140 tons...	Mona Isle Steam Co. Mr. Thos. Orford, Agent, 24, James-street.	£800 per annum	Post Office, July 10, 1853	July 11, 1853	£500	These vessels will sail at tide-time from each place—average passage about eight hours.	Twice a week during winter, from November to April; every day during summer, Sunday excepted.
2. HOLYHEAD and KINGSTOWN.	Twice a day.....	Steam-vessels to go 13 knots an hour.	City of Dublin Steam Packet Co. 187, Leadenhall-street, W. Watson, Esq.	£25,000 per annum	Admiralty, April 9, 1850	May 1, 1850	4,000	Departures, morning soon after 12.35 and 8.40 a.m. Arrivals, about 6.0 p.m. and 12.30 a.m.	
3. ABERDEEN and LERWICK } SHEETLAND and ORKNEY } }	Weekly.....	Steamers not less than 80-horse power, from April to September inclusive. Sailing-vessels not 140 tons (o.m.) from October to March inclusive.	Aberdeen, Leith, and Clyde Shipping Co. Agents, Messrs. Pirie and Forryth, 19, Birchin-lane	£800 per annum	Admiralty, January 4, 1840	February 1, 1840	500	Steamers only may touch at intermediate ports, Wick and Kirkwall.	March 27, 1847. Leaves Aberdeen on Fridays, and Lerwick on Mondays at 6 p.m.; if arrived before 8 a.m.; if not, seventeen hours after arrival from Aberdeen. June 3, 1851.
4. LONDON } { Hamburg..... { Rotterdam.....	Twice a week ... Twice a week ...	Steamer not less than 100-horse power. Steamer not less than 80-horse power.	General Steam Navigation Co. 71, Lombard-street, John Wilson, Secretary.	£17,000 per annum	Admiralty, March 22, 1849	April 1, 1849	7,000	Includes Heligoland, Cuxhaven, and any other Ports in the Elbe and Hainaut, and any other Ports in Holland.	Mails for Hamburg to be closed and despatched from Post Office at 5 p.m. on Tuesday and Friday. Mails for Holland to be despatched early on mornings of Wednesdays and Saturdays. See letter to Post Office and Company, December 16, 1847.
5. ENGLAND } { Vigo..... { Oporto..... { Lisbon..... { Cadix..... { Gibraltar.....	Three times a month	Steamers not less than 140-horse power.	Peninsular and Oriental Steam Navigation Co. C. W. Howell Esq., Secretary, 132, Leadenhall-street	£30,500 per annum, less £3,500 if port dues remitted.	Admiralty, January 9, 1853	January 9, 1853	10,000	Stays at Gibraltar not more than twenty-four hours, and departs at daylight. To leave Lisbon 9th, 19th, and 29th of each month, at 8 a.m., but allowed by contract to stay two clear days.	7th, 17th, and 27th, of each month from Southampton; when these dates fall on Sundays, the 8th, 18th, and 28th. Post Office letter, March 6, 1845.

Line of Communication.	How often.	Number, Size, and Character of Vessels.	Names of Contractors.	Terms.	Contract.			Penalty.	Remarks.	Time fixed for Departures and Arrivals.
					By whom made, and date.	Commences.	Terminates by warning of.			
6. ENGLAND and ALEXANDRIA SUEZ, CALCUTTA, and HONG-KONG MARSEILLES and MALTA	Twice a month	A sufficient number of steamers (not less than fifteen) of not less than 1100 tons.	Peninsular and Oriental Steam Navigation Co. W. Howell Esq., Secretary, 133, Leadenhall-street.	Terms £199,600, and six months after railway opened between Alexandria and Suez £179,600.	Admiralty.	January 1, 1855	Eight years from January 1, 1853, on twelve months' notice, or until after twelve months' notice shall be given.	£		From Southampton on the 9th and 20th; from London and Marseilles on the 8th and 14th of every month. If these dates be Sunday's, then on 9th and 16th.
	Every other month	Not less than four of 600 tons								
7. LIVERPOOL, HALIFAX, and BOSTON LIVERPOOL and NEW YORK	Weekly	A sufficient number of steamers, not less than 400-horse power.	S. Cunard, Halifax, N.S. George Burns, Glasgow, and Chas. MacIver, Liverpool	£145,000 per annum £23,340 per annum	Admiralty, April 1, 1860, and January 1, 1863	April 1, 1860 January 1, 1863	January 1, 1863, and thenceforward until twelve months' notice be given.	80,000 6,000	Return Mails, in stress of weather, may be handed at Bristol, Valence, Plymouth, Southampton, Portsmouth, Dover or Leam. And if required, to receive and deliver Mails at Holyhead or any Port of Great Britain or Ireland.	Every Saturday from Liverpool alternately, $\frac{1}{2}$ Halifax to Boston and direct to New York. Returning from America every Wednesday alternately, $\frac{1}{2}$ Halifax from Boston and direct from New York. (Direct to and from New York, August 1850.)
8. HALIFAX, BERMUDA, and NEW YORK HALIFAX and NEWFOUNDLAND	Twice a month from April to November inclusive; once during the four winter months	Steam-vessels, three of wood, not less than 350 tons, o.m. Screw-propeller, 80-horse power.	Samuel Cunard, Agent, Mr. J. Bromley Ford, 62, Old Broad-street.	£10,600 per annum	Admiralty, July 1, 1860	July 1, 1860	January 1, 1863, and thenceforward until twelve months' notice be given, or until the expiration of No. 8 Line.	9,000	Steamers may touch at Cape Breton, stay there not to exceed twenty-four hours; stay at Bermuda and Newfoundland not to exceed twenty-four hours.	To leave Halifax within twenty-four hours after the arrival of the packet from England conveying the Mails to Boston.
	Monthly	A sufficient number of steamers, wood, not less than 350 tons o.m. Screw-propeller, 80-horse power.	Samuel Cunard, Agent, Mr. J. Bromley Ford, 62, Old Broad-street.	£4,100 per annum	Admiralty, February 23, 1861	1861	January 1, 1863, and thenceforward until twelve months' notice be given, or until No. 8 expires.	,000		
9. BERMUDA and ST. THOMAS	Twice a month	Fifteen steamers, wood, ten not less than 400-horse power, to be fit and able to carry guns of the largest calibre now used in Her Majesty's steam-vessels, the remaining four (to be employed intercolonially only) of not less than 250-horse power, and one of not less than 60-horse power; also a sailing-vessel of not less than 100 tons.	Royal Mail Steam Packet Co. Office, 55, Moorgate-street. Capt. E. Chappell, R.N., Secretary.	£270,000 per annum	Admiralty, July 5, 1860	January 1, 1861	Eleven years from January 1, 1861, if twelve months' previous notice be given; or after, until the expiration of twelve months' notice at any period of the year.	50,000	West Indies	To leave Southampton for West Indies and Gulf of Mexico on the 2nd and 17th of each month, except when those days fall on a Sunday, then on the following days. May 17, 1861. And for Brazil, touching at Lisbon, Madeira, Teneriffe, St. Vincent, Pernambuco, Bahia, Rio de Janeiro, Monte Video, and Buenos Ayres, 9th of each month; except when 9th falls on a Sunday, then on 10th. February 5, 1861.
	Monthly								Brazil	
10. ENGLAND, WEST INDIES, GULF OF MEXICO, and BRAZIL										

Line of Communication.	How often.	Number, Size, and Character of Vessel.	Names of Contractors.	Terms.	Contract.		Penalty.	Remarks.	Time fixed for Departure and Arrival.
					By whom made, and date.	Commencement.			
11. EAST INDIES and CHINA [See No. 6]	Twice a month	... ..	Fennell and Oriental Steam Navigation Co. G. W. Howell, Esq., Secretary, 132, London-hall-street.	£24,000 per annum.	Admiralty, July 1, 1848	April 24, 1848	One year from April 24, 1848, if six months' notice be given; if not, to continue till six months' notice be given.	From Southampton, Tuesday 24, 1848, at 0h 45m. a.m. From Jersey, calling at Guernsey Monday, Wednesday, and Friday, at 8.	
12. CHANNEL ISLANDS	Three times a week	Three or more steamers not less than 120-horse power	New South-Western Steam Packet Co., 97, High-street, Southampton. W. Green, Esq., Secretary.	£25,000 per annum	Admiralty, Sept. 23, 1860 Nov. 13, 1860	April 1, 1859, or earlier.	Seven years and then forward until twelve months' notice. November 13, 1860.	Panama, Callao, Valparaiso— On September 8, 1848, allowed to touch at Buenos Aires, Guayaquil, Paita, Lambayeque, Huanchaco, South, Callao, Pisco, Ilo, Arica, Iquique, Cobija, Capatze, Huasco, Coquimbo.	From Panama, within twenty-four hours after Mails arrive.
13. PACIFIC	Twice a month	Six or more steamers not less than 170-horse power; four of 350-horse power and 1000 tons: substituted December 4, 1860. May use vessels of 400 tons and 100-horse power, <i>pro tem</i> , Callao and Panama. March 16, 1863.	Pacific Steam Navigation Co. 1, Runford-street, Liverpool. W. Taggart, Esq., Secretary.	1st year 250,000 2nd year 45,000 following yrs. 40,000 per annum, and £1400 for Admiralty agents.	Admiralty, May 20, 1858	June 15, 1853	Seven years and then forward until twelve months' notice.	Call at St. Vincent, Ascension, Cape of Good Hope, Mauritius, Point de Galle, and Madras, and also at St. Helena, on homeward voyage.	From Plymouth on 15th of each month. When 14th falls on a Sunday, then on 16th. May 16, 1861.
14. ENGLAND, CAPE OF GOOD HOPE, and CALCUTTA	Monthly	Screw-steamers of not less than 1400 tons, and 338-horse power.	General Screw Steam Shipping Co. 2, Royal Exchange Buildings, 1, St. Paul's Church-yard, London. O'Beirne, Esq., Secretary.	£23,000 per annum	Admiralty, August 10, 1863	October 1, 1853	June 15, 1859, or with other contract with General Screw Steam Shipping Co. on twelve months' notice.	To touch in Mombasa and Alfoa Bay, Baffin, and Port Francis, when practicable.	From Plymouth on 15th of each month. When 14th falls on a Sunday, then on 16th. May 16, 1861.
15. CAPE OF GOOD HOPE, and FORT NATAL	Monthly	A sufficient number (not less than two) iron screw-steamers, 800 tons, 40-horse power, to go 6 knots an hour.	Australian Royal Mail Steam Navigation Co., 69, London-street, London. Robert Marshall, Esq., Secretary.	£23,350, less £500 for each voyage when no Admiralty agent.	Admiralty, June 2, 1863	June 3, 1853	Four years and then forward until eighteen months' notice.	To touch at St. Vincent, Simon's Bay, Table Bay, Cape of Good Hope, King George Sound, Port Phillip, and may call at St. Helena.	From Plymouth on 15th of each month; then forward on 3rd of every alternate month.
16. ENGLAND and SYDNEY, NEW SOUTH WALES [See No. 6]	Every other month	A sufficient number of screw-steamers (not less than four) of 1400 tons, and 300-horse power, and to go 8 knots an hour.	African Steam Ship Co., March 1863. Macgregor Laird, 5, Mincing-lane.	£23,350, less £500 every succeeding year.	Admiralty, January 29, 1863	Sept. 1, 1852, altered to September 24.	Ten years and then forward until twelve months' notice.	To touch at Madras, Tenoriffe, Goree, Baitour, Sierra Leone, Monrovia, Cape Coast Castle, Accra, Winneba, Badagry, Lagos, Bonny, Old Calabar, and Calabar, on way home.	From Plymouth on 15th of each month; when 14th falls on a Sunday, then on 16th. [July 30, 1863.] A vessel to leave Fernando Po September 30.
17. ENGLAND and FERNANDO PO, WEST COAST OF AFRICA	Monthly	A sufficient number (not less than three) of screw-steamers, to go 8 knots an hour.							

APPENDIX (B).—Continued.

	Names of Vessels.	Horse Power.	Tonnage.	Draft of Water.	No. of Boats.	Number of Crew.					Date of Approval or Survey.
						Commander.	Surgeon.	Seamen.	Engineers and Stokers.	Total.	
1	Ben my Chree ..	130	295	ft. in.	2	..	..	..	..	..	June 12, 1847
	King Orry ..	190	429	..	3	..	..	..	..	..	Dec. 22, 1845
	Tynwald .. iron	250	657	8 9	4	..	..	..	..	29	Oct. 6, 1846
	Mona's Queen iron	220	508	8 6	4	..	..	..	..	22	Mar. 17, 1853
2	Eblana .. iron	372	685	8 11	4	1	..	9	13	31	Jan. 8, "
	Llewelyn .. iron	342	654	9 6	4	1	..	8	12	29	Oct. 1842
	St. Columba iron	350	650	8 10	4	1	..	8	12	29	Nov. 27, "
	Prince Arthur iron	220	418	8 8	4	1	..	8	12	26	July 1, "
3	Sovereign ..	220	278	..	3	1	..	7	6	27	Mar. 14, 1850
	Queen .. iron	260	382	..	4	1	..	8	6	28	<i>dispensed with</i> Mar. 13, 1851
	Aberdeen ..	<i>pro tem.</i>									
4	Albion .. iron	120	492	8 6	3	..	..	..	..	14	Jan. 24, 1851
	Rainbow .. iron	173	587	6 8	3	..	..	..	..	26	Nov. 15, 1847
	Caledonia ..	240	732	14 11	4	..	..	..	..	26	Feb. 12, 1849
	Countess Lonsdale ..	200	611	13 0	4	..	..	..	..	25	Jan. 30, "
	John Bull ..	196	604	13 9	4	..	..	..	..	24	Aug. 25, 1847
	Princess Royal ..	196	680	13 0	4	..	..	..	..	26	Sep. 15, "
	Rhine .. iron										
	Seine .. iron	120	492	7 4	3	..	..	..	..	15	Jan. 16, 1851
	Tiger ..										
	Wilberforce ..	267	392	11 10	4	..	..	..	..	26	Oct. 22, 1847
5	Ocean ..	165	550	10 0	3	..	..	..	..	20	Dec. 11, "
	Trident .. iron	258	895	11 6	4	..	..	..	..	27	Oct. 14, "
	Jupiter ..	204	471								
	Madrid .. iron	133	448	10 2	4	1	..	9	2	40	Feb. 7, 1853
	Iberia ..	180	528	12 6	4	1	..	9	2	40	Dec. 27, 1852
6	Tagus ..	280	691	14 8	4	1	..	10	12	41	Feb. 7, 1853
	Ripon .. iron	445	1400	14 9	7	1	1	24	5	94	Aug. 5, 1852
	Indus .. iron	450	1302	17 9	7	1	1	20	4	88	Jan. 6, 1853
	Sultan .. iron	420	1001	14 0	6	1	1	14	4	67	Jan. 18, "
	Euxine .. iron	430	1071	15 6	6	..	..	..	..	72	Jan. 1, "
	Haddington iron	450	1303	17 7	8	1	1	24	5	105	Nov. 9, 1852
7	Bengal ..	465	2185	17 6	6	1	1	30	4	115	Feb. 8, 1853
	Asia .. LC.	800	2073	19 0	6	1	1	24	25	105	May 18, 1850
	Cambria .. LC.	500	1314	18 3	6	1	1	16	18	90	June 16, 1846
	America .. LC.	630	1729	15 3	6	1	1	20	18	..	Jan. 28, 1850
	Niagara .. LC.	630	1774	19 6	6	1	1	20	18	..	Dec. 28, 1849
	Europe .. LC.	650	1777	15 6	6	1	1	20	18	..	July 7, 1848
	Canada .. LC.	680	1774	19 6	6	1	1	20	18	..	Nov. 21, "
8	Africa .. LC.	800	2050	..	6	1	1	24	25	105	Oct. 1850
	Arabia ..	870	2328	16 7	6	..	..	..	..	105	Dec. 11, 1852
	Merlin ..	120	451	..	3	..	..	..	..	26	May 18, 1850
	Osprey .. LC.	80	354	12 8	3	..	..	..	..	21	July 17, 1848
	Levantine iron	80	350	..	..	..	..	..	..	..	Dec. 26, 1851
	Petrel .. iron	180	700	12 10	4	..	..	..	..	34	June 7, 1852
	Chebucto .. Brig.	..	..	..	..	..	..	..	..	..	Jan. 7, "

APPENDIX (B).—Continued.

	Names of Vessels.		Horse Power.	Tonnage.	Draft of Water.	No. of Boats.	Number of Crew.					Date of Approval or Survey.
							Commander.	Surgeon.	Seamen.	Engineers and Stokers.	Total.	
10	La Plata..	LC.	939	2404	21 10	9	1	1	26	29	114	Aug. 10, 1852
	Orinoco ..	LC.	800	2245	20 11	8	1	1	29	28	108	Oct. „
	Parana ..	LC.	800	2222	21 2	9	1	1	26	29	120	May 6, 1853
	Magdalena	LC.	760	2250	19 0	9	1	1	29	23	108	May 15, 1852
	Avon ..	LC.	450	2069	17 0	6	1	1	20	21	94	Mar. 5, 1853
	Tay ..	..	430	1288	17 8	6	1	1	23	18	80	Aug. 9, 1852
	Thames ..	LC.	413	1285	18 3	6	1	1	23	18	72	July 15, „
	Dee ..	LC.	410	1269	18 0	7	1	1	23	18	87	May 16, 1846
	Medway..	LC.	420	1305	17 6	7	1	1	23	18	92	May 26, 1852
	Teviot ..	..	450	1258	18 1	6	1	1	23	18	97	July 9, „
	Trent ..	LC.	450	1293	17 7	6	1	1	23	18	87	Apr. 29, 1848
	Clyde ..	..	430	1335	19 1	6	1	1	23	18	87	Aug. 17, „
	Great Western	LC.	420	1254	18 7	..	1	1	23	18	89	Feb. 11, „
	Eagle ..	..	263	496	11 10	4	1	1	12	14	57	July 2, 1849
	Conway ..	LC.	270	827	12 10	7	1	1	16	14	55	Sep. 13, 1852
	Severn ..	LC.	422	1409	17 3	6	1	1	23	18	90	June 9, „
	Derwent..	..	280	708	15 0	5	1	1	16	15	66	July 8, 1850
	Prince ..	..	200	446	8 8	5	..	..	..	..	35	July 9, 1851
	Esk ..	screw	60	142	..	..	..	..	..	..	..	Nov. 20, 1850
11	Bentinck ..	..	520	1973	19 3	7	1	1	26	19	83	Nov. 12, 1852
	Lady Mary Wood ..	..	270	619	..	3	1	..	10	11	40	Feb. 24, 1842
	Precursor ..	..	520	1783	18 0	8	1	1	38	10	121	July 21, 1844
	Braganza ..	..	300	638	13 11	3	1	..	10	9	40	Dec. 28, „
	Pekin ..	iron	415	1003	14 0	6	1	1	18	6	78	Jan. 28, 1847
	Achilles ..	..	430	823	16 0	4	1	1	13	18	59	June 2, 1848
	Oriental ..	..	420	1437	13 0	6	1	1	14	21	73	Mar. 31, „
	Malta ..	iron	460	1222	..	6	..	..	..	..	..	Sep. 29, „
	Hindustan ..	..	500	1595	16 10	7	..	..	..	..	53	July 7, 1849
	Singapore ..	iron	465	1189	12 6	6	..	..	..	..	96	Mar. 6, 1851
	Ganges ..	iron	465	1189	14 7	6	..	..	..	..	69	June 18, 1851
	Chusan ..	iron	100	765	11 3	4	..	..	..	..	45	Apr. 21, 1852
	Formosa ..	iron	177	658	13 6	5	..	..	..	..	60	Aug. 19, „
	Pottinger ..	iron	450	1225	17 6	8	1	1	20	6	82	Aug. 13, „
12	Shanghai ..	iron	90	825	..	..	..	..	..	..	..	..
	Bombay ..	iron	280	1240	..	..	..	..	..	..	..	..
	Madras ..	iron	288	1217	..	..	..	..	..	..	..	..
	Express ..	iron	160	380	7 4	3	1	..	6	6	24	Mar. 16, 1852
	Wonder ..	iron	150	349	..	3	1	..	6	6	22	July 8, „
13	Atalanta ..	..	120	240	8 4	2	1	..	6	5	21	Oct. 10, 1846
	Courier ..	iron	184	440	7 0	3	..	..	..	..	18	July 8, 1852
	Dispatch..	iron	183	443	7 6	3	..	..	..	..	22	May 5, „
	New Granada ..	iron	210	600	13 10	5	1	..	..	..	..	Nov. 6, 1846
	Bolivia ..	iron	252	705	..	5	1	..	..	..	41	Oct. 19, 1849
14	Santiago ..	iron	370	549	13 4	6	1	..	..	..	55	Aug. 6, 1851
	Lima ..	iron	370	1122	10 8	6	1	..	..	..	55	Nov. 27, „
	Quito ..	iron	394	1122	11 1	6	1	1	18	16	54	Feb. 9, 1852
	Bogotá ..	iron	394	1122	13 6	6	..	..	..	..	61	Apr. 23, „
	Bosphorus ..	iron	80	540	13 6	3	1	1	10	7	35	..
15	Lady Jocelyn ..	iron	300	1800	18 0	8	1	1	44	22	108	July 29, 1852
	Indiana ..	iron	300	1800	19 0	7	1	1	47	22	110	Sep. 17, „
	Calcutta ..	iron	300	1800	19 0	7	1	1	46	23	115	Oct. 20, „
	Q. of the South ..	iron	300	1777	17 10	7	1	1	45	22	104	May 21, „
	Mauritius ..	iron	300	1800	19 6	7	1	1	46	25	117	..
16	Hydaspes ..	iron	300	1800	18 0	7	1	..	..	..	108	Feb. 2, 1853

APPENDIX (B).—Continued.

	Names of Vessels.	Horse Power.	Tonnage.	Draft of Water.	No. of Boats.	Number of Crew.					Date of Approval or Survey. Conditionally approved in Italics.
						Commander.	Surgeon.	Seamen.	Engineers and Stokers.	Total.	
16	Forerunner L.C. iron	50	298	9 9	3	1	..	9	9	25	Sep. 25, 1852
	Faith .. iron	188	922	12 8	5	1	..	13	13	38	Feb. 2, 1853
	Hope .. iron	120	933	15 0	5	1	1	15	13	46	
17											

Admiralty Agents, with Date of Appointment.

SOUTHAMPTON—Nos. 5, 6, 10, 11.

Lieut. I. I. Wilkinson ..	November 27, 1844	Lieut. R. M. Sandom ..	March 29, 1851
" R. Percival ..	July 5, 1845	" A. La Touche ..	May 3, "
" W. D'Aranda ..	May 26, "	" G. A. Ellerman ..	January 10, 1852
" J. Brown ..	July 5, "	" I. G. Robins ..	May 26, "
" James Inglis ..	December 15, "	" J. Stephens ..	May 15, "
" T. Stroker ..	September 24, 1846	" W. P. Newenham ..	January 10, "
" Joseph Ray ..	December 30, "	" H. De Lisle ..	February 19, "
" John Hay (c.) ..	April 5, 1847	" C. G. Glinn ..	January 11, 1853
" L. Dennehy ..	June 12, "	" W. C. Coffin ..	January 11, "
" P. Rainier ..	July 27, "	" E. P. Fuge ..	January 11, "
" J. R. Parker ..	November 21, 1848	" H. Charleton ..	January 11, "
" T. S. Scriven ..	December 22, "	" P. P. Barrow ..	January 11, "
" J. O'Reilly ..	April 23, 1849	" R. Reid ..	January 21, "
" T. C. O. Whipple ..	January 5, 1850	" W. H. Payne ..	January 21, "
" T. W. Purver ..	October 23, "	" T. C. Ponsonby ..	February 4, "
" J. Brydges ..	December 24, "	" S. H. Hemmans ..	February 18, "
" G. H. Heathcote ..	December 31, "	" J. Oxenham ..	March 14, "
" G. I. Gardner ..	February 6, 1851	" A. Young ..	March 26, "
" H. T. Veitch ..	June 3, "	" H. Warren ..	April 6, "

PLYMOUTH—Nos. 14, 16.

Comr. A. J. Curtis ..	July 5, 1852	Comr. A. Phillimore ..	September 3, 1852
" J. P. Thurburn ..	May 8, "	Lieut. H. L. Griffiths ..	September 14, "
" P. A. L. Wharton ..	June 7, "	" H. B. Everest ..	December 6, "
" J. Corbet ..	November 8, "	" F. P. Coull ..	January 11, 1853
" J. K. Barnard ..	May 15, "	" C. W. Pears ..	April 16, "
" G. B. Jeffreys ..	January 11, "		

NOTE.—The Admiralty Agents named above, employed in the Vessels sailing from the above-mentioned Ports, are changed from one Line to another, at these Ports, in regular succession at certain periods.

LIVERPOOL—No. 7.

Lieut. H. Beddek, ..	June 16, 1849	Lieut. E. W. Ward ..	November 22, 1849
" J. G. Raymond ..	April 26, "	" T. A. Lewis ..	May 3, 1850
" I. B. Scriven ..	January 30, 1851	" G. S. Boys ..	January 21, 1853
" W. W. Oke ..	April 26, 1850		
" D. Reid ..	January 22, 1848		

APPENDIX (B).—Continued.

ADMIRALTY ARRANGEMENTS OF THE PACKET SERVICE,
FOR THE MONTH OF JUNE, 1853.*Shore Establishments.*

Station.	Conducting Officer.	Date of First Appointment.	Establishment.
Dover ..	Comandr. Edward Herrick, Addl. H.M.S. "Waterloo"	Sept. 15, 1852	1 Paymaster; 1 Clerk; 1 Engineer, 2nd Class; 2 Engineers, 3rd Class; 1 Carpenter's Mate; 1 Smith; 1 Smith's Labourer; 1 Yeoman and Plyer; 1 Port Pilot; 2 Watchmen; 1 Commission Messenger; 2 Cox- swains; 8 Crew, A.B.
Holyhead ..	Comandr. A. McG. Skinner, Addl. H.M.S. "Saturn"	Sept. 16, 1851	1 Messenger
Liverpool ..	Commander T. Bevis, Addl. H.M.S. "Saturn"	Feb. 5, 1839	1 Clerk; 1 Messenger
Southampton .	Capt. Horatio T. Austin, C.B. Addl. H.M.S. "Victory"	March 11, 1852	Mr. J. W. Ancell, Clerk, H.M.S. "Victory," September 10, 1843; 1 Messenger; 1 Porter
Plymouth .	Flag Captain, Arthur Lowe		

Letters will be dispatched from London for Foreign Mails on the following days:

June, 1853.

Wednesday 1.—West Indies, Gulf of Mexico, and Pacific.
Bermuda, *vid* St. Thomas.

Friday 3.—Gibraltar, Malta, Alexandria, India, China,
Ionian Islands and Greece. North
America, New York.

Monday 6.—Vigo, Oporto, Lisbon, Cadiz, and Gibraltar.

Wednesday 8.—Malta, Alexandria, India, Bombay, Ionian
Islands and Greece, *vid* Marseilles.
Lisbon, Madeira, Cape de Verd, and
Brazil.

Friday 10.—North America, Halifax, Boston, Bermuda,
and Newfoundland.

Tuesday 14.—St. Vincent, (Cape de Verd) Ascension,
Cape of Good Hope, Mauritius,
Ceylon, Madras, and Calcutta.

Thursday 16.—West Indies and Pacific. Vigo, Oporto,
Lisbon, Cadiz, and Gibraltar.

Friday 17.—North America, New York.

Saturday 18.—Gibraltar, Malta, Alexandria, India, China,
Ionian Islands and Greece.

Thursday 23.—Madeira, Teneriffe, and West Coast of
Africa.

Friday 24.—Malta, Alexandria, India, China, Ionian
Islands and Greece, *vid* Marseilles.
North America, Halifax, Boston,
Bermuda and Newfoundland.

Saturday 25.—Vigo, Oporto, Lisbon, Cadiz, and Gibraltar.

CONTRACT PACKETS.
Remarks.

FROM SOUTHAMPTON.

West India and Mexican
sail 2nd and 17th of every month.

Brazil.

9th of the month,
calling at Lisbon, Madeira, Teneriffe,
and St. Vincent, Cape de Verd
Islands.

Vigo, Oporto, Lisbon, Cadiz, and
Gibraltar.

7th, 17th, and 27th of every month.

Malta, Alexandria, India, Ionian
Islands and Greece.
4th and 20th of every month.

Australia, *vid* Singapore.
4th March, and of each alternate
month.

FROM PLYMOUTH.

Cape of Good Hope and Calcutta.
15th of each month,
calling at St. Vincent.

West Coast of Africa.
On the 24th of every month.

FROM LONDON,

vid Marseilles.
8th and 24th of each month.

APPENDIX (B).—Continued.

Her Majesty's Packets.

Name of Steam Packet.	Horse Power.	Draft of Water.	Guns.	Commander.	Date of First Appointment.	Second Master.	Date of Appointment.	Engineer.	Date of Appointment.	Crew.	Mail arrives.	Mail departs.	Date of Order.	Average Passage.	
														Summer.	Winter.
DOVER.*															
Garland	120	7 1	1	Lieut. Edward Wyld	Mar. 14, 1849	John Hammond, a. ...	Dec. 5, 1851	M. Powell 1st Class	Dec. 5, 1851	9 4 2 15				Calais.	Calais.
Violet	120	6 8	1	Lieut. H. P. Jones	June 11, 1850	Werner Clarke, a. ...	Nov. 4, 1852	W. Wynd 2nd Class	April 23, 1853	9 4 2 15				To 1h.35 From 1h.40	To 1h.40 From 1h.50
Vivid	160	7 3	1	L. Smithett, a.m.	Mar. 15, 1825	E. Hare, a. ...	Dec. 5, 1851	R. Cowan 1st Class	Dec. 5, 1851	9 4 2 15				Ostend.	Ostend.
Onyz	120	6 10	1	E. C. Rutter, a.	Oct. 23, 1852	... ..	... ..	T. Summers 1st Class	Dec. 5, "	9 4 2 15				To 4h.30 From 5h.10	To 4h.50 From 5h.20
Princess Alice, Spare V.	120	7 0	1	John Warman, a.	Nov. 4, "	... ..	... ..	H. Hordon 1st Class	Dec. 5, "	2 2 1 7					
Undine, Wool., Spare V.	100	6 10	1	Edmund Lyne, a.	Nov. 4, "	... ..	... ..	W. Gill, a. 2nd Class	Dec. 5, "	2 2 1 7					

Name of Steam Packet.	Horse Power.	Guns.	Lieutenants.	Date of Appointment.	Second Masters.	Date of Appointment.	Assistant Surgeons.	Date of Appointment.	Men.	Boys.	Total.
MEDITERRANEAN.											
Caradoc ...	350	3	Lieut. H. J. Derriman ...	April 14, 1851	S. Braddon ...	April 15, 1851	T. M. Costello ...	May 6, 1851	49	9	58
Triton ...	260	3	Lieut. H. Lloyd ...	May [24, 1853	Chas. M. Hughes ...	May 26, 1853	J. Forbes ...	May 26, 1853			
Ardent† ...	200	3	Spare	Vessel.							

* These Complements include Engineers, Petty Officers, and Marines.

† To be laid up at Malta. December 7, 1849.

ABSTRACT STATEMENT showing the Annual Cost and Earnings of each Line of Packets.

No. on Abstract sheet of Contracts.	Line of Communication.	Annual Subsidy under Contract.	Estimate of Annual Gross Postage.	Estimated Deductions from Gross Postage on account of Services not rendered by Packets.				Estimated Amount of Earnings of Packets carried to the Credit of the Post Office.	Difference between Subsidy and Estimated Earnings of Packets.
				Repayable to Foreign Countries and Transit Postage.	British and Colonial Inland Rate.	Foreign Inland Rate.	Total Deductions from Gross Postage.		
		£	£	£	£	£	£	£	£
4	Hamburg and Rotterdam	17,000	11,895	..	2,510	..	2,510	9,385	7,615
5	Vigo and Gibraltar	20,500	14,192	..	854	854	1,708	12,484	8,016
6	Alexandria, Calcutta, Hong Kong, and Sydney ..	199,600	188,466	16,207	19,695	..	35,902	152,564	47,036
7	Halifax and New York (North America) ..	178,340	160,069	10,867	22,804	..	33,671	126,398	61,642
8	Bermuda and Newfoundland	70,600	..	..	..	..	..	..	..
9	Bermuda and St. Thomas	4,100	..	..	..	..	..	..	..
10	West Indies and Brazils	270,000	116,342	..	21,495	5,307	26,802	89,540	180,460
13	Pacific	25,000	10,993	4,124	714	714	5,552	5,441	19,559
14	Cape of Good Hope and Calcutta	50,000	16,973	..	2,043	..	2,043	14,930	38,070
15	Cape of Good Hope and Port Natal	3,000	..	..	4,160	..	4,160	30,408	Gain 4,403
16	Sydney, <i>via</i> Cape of Good Hope	26,000	34,563	..	362	..	362	2,646	20,604
17	West Coast of Africa	23,250	3,008	..	..	..	..	..	..
		822,390	556,492	31,198	74,637	6,875	112,710	443,782	Net 378,608
1	Liverpool and Isle of Man	850	..	..	..	..	..	..	..
2	Holyhead and Kingstown	25,000	..	..	..	..	..	..	..
3	Aberdeen and Lerwick	900	..	..	..	..	..	..	..
12	Channel Islands	4,000	..	..	..	..	..	..	..
		853,140	556,492	31,198	74,637	6,875	112,710	443,782	378,608
	French Line (Calais)	24,657	77,298	..	22,554	..	22,554	77,831	abate Gain 53,174
*	Belgian Line (Ostend) .. ..	..	37,550	..	14,463	..	14,463	..	..
		877,797	671,340	31,198	111,654	6,875	149,727	521,613	† 325,434
									£847,047
									Add, paid to four lines upon which British Inland Postage cannot be stated .. 30,750
									£877,797

The Postage on these lines is charged at the British Inland Rate only, without any addition for sea transit.

* This is the Estimate of the Cost of the Packet Service at Dover, performed by Her Majesty's vessels not under Contract and paid by the Admiralty.

† This Deficiency is further increased by the Postage annually lost upon Returned Letters, which, upon the Foreign and Colonial Lines, is estimated at 42,026*l.*; but as these letters are actually carried in the Mails, no deductions from the "Earnings" of the Packets has been made on this account.

APPENDIX (D).

Copy of Report relative to a Reduction of the Service of the Peninsular and Oriental Company.

My Lords,

Admiralty, February 23, 1853.

HAVING been appointed a Committee for the purpose of inquiring into the state of the contracts for the packet service of the Post Office, our attention has been directed in the first instance to that by which the Government have agreed with the Peninsular and Oriental Steam Navigation Company for the conveyance of the mails from this country to India and China twice a month, and from Singapore to Australia once in two months, for the sum of 199,600*l.* per annum, to be reduced to 179,600*l.* when the railway from Alexandria to Suez shall have been opened for six months. This contract has only come into operation since the 1st of January, 1853, and will continue in force for eight years from that day, and further until twelve months' notice shall have been given of an intention to dissolve it.

With reference to this contract, our attention was called to a correspondence now in progress between the Directors of the Peninsular and Oriental Company and the Lords of the Admiralty, in which the Directors state that they anticipate in a short time a serious interruption of the service they have undertaken for want of coals.

They state that the demand for shipping to Australia is so great, and the inconvenience arising from the detention of ships in that country so serious, that they apprehend that it will shortly be impossible to find tonnage to carry coals to the various ports at which it is necessary to deposit them for the purpose of the mail service. Indeed, they say distinctly that the question is no longer one of price; that they are unable to make arrangements for the transmission of coal at any rate of freight whatever; and that, in short, available tonnage, either British or foreign, does not now exist in the United Kingdom for its conveyance.

Under these circumstances the Directors suggest that the execution of the recent arrangements for the semi-monthly communication with India and China should be postponed for a year, and that in the interim the Company should carry on the mail service monthly under the late contract of 1844, continuing also to perform the service between Marseilles and Malta, and between Singapore and Australia, at a mileage rate to be agreed upon.

We have ascertained that the rise in the rate of freight has been very considerable, and that the difficulty of procuring available tonnage is still on the increase. This, however, does not appear to us to afford a reason for dispensing with or modifying the terms of a contract so recently entered into as that under consideration. It is very probable that the rise which has taken place is greater than the contractors calculated upon at the time of their entering into their agreement; but it is of the essence of all contracts that the contractors should incur the risk of such occurrences, and we consider that it would be a most dangerous and improper proceeding to release a public contractor from an agreement for no other reason than that it has turned out to be unfavourable to him.

We therefore think that it would be perfectly right, and under ordinary circumstances the natural course, to decline to enter into any inquiry as to the possibility of obtaining tonnage to convey coals to the Company's stations, and to call upon them absolutely either to fulfil their contract or to pay the penalty of 35,000*l.*

We have, however, taken into consideration that this application on

the part of the Company may possibly afford an opening for the revision of the contract altogether, and may thus perhaps enable the Government to make better terms for the public than those to which they are at present bound for a period of eight years.

We do not, indeed, think that it would be to the advantage of the public that the contract should at once be wholly broken, because while it is essentially necessary to make immediate provision for the continuance of the monthly mail service, there is great doubt as to the possibility of making another contract at so short a notice on equally favourable terms.

But it appears to us that if a portion of the second monthly service to India and China could be discontinued for the present with the distinct understanding that its renewal should be optional with the Government, and that they should be at liberty to make arrangements for its renewal, if necessary, by any company, or in any manner they might think expedient, without regard to the contract with the Peninsular and Oriental Company, considerable advantages might be anticipated.

We do not recommend the adoption of the arrangement proposed by the Peninsular and Oriental Company, viz., a temporary return to the contract of 1844, with the addition of a mileage payment for the Marseilles and Malta and the Singapore and Sydney services. The contract of 1844 was a much more favourable one to the Company than that now in force, the rate of mileage under the former contract being for the line between Hong Kong and Ceylon, 12*s.* 7*d.*; for that between Calcutta and Suez, 1*l.* 0*s.* 1½*d.*; and for that between Alexandria and England, 6*s.* 3½*d.*; while under the latter it is for the whole of these services only 6*s.* 1½*d.*

The Company can have no pretext for asking, nor do we think the Government would be justified in granting, a higher rate of payment than that actually contracted for. The only change which we can recommend under the circumstances of the alleged deficiency of tonnage for the completion of the whole service, is a diminution of the amount of the service required, and a corresponding diminution in the amount of remuneration, calculated upon the basis of the mileage rate at present in force.

We accordingly suggest that the Company should be allowed to discontinue the semi-monthly service from Southampton on the 4th, and from Hong Kong on the 28th, of each month, which, as yet, has only been once actually despatched from this country, namely, on the 4th February in the present year. They should, however, be required to continue the mail on alternate months between Singapore and Sydney, adapting it to meet the mail which is despatched from Southampton on the 20th of the month.

It will then be necessary, in order to make the communication with Australia regular, to give notice to the Australian Royal Mail Company to alter the time of the departure from Plymouth of their packets from the 3rd to the 20th day of those months in which the mails are despatched by their line.

Under this arrangement the monthly communication with Australia will be as perfect as under the existing contract, and the semi-monthly communication with India will be carried on in precisely the same manner as it has been till the close of 1852, that is to say, the mails will be despatched from Southampton by the Peninsular and Oriental packets on the 20th of each month, and through France to Marseilles on the 24th and 7th of each month, the mails of the 7th being conveyed by the Peninsular and Oriental ships from Marseilles to Malta and Alexandria, and by the vessels of the East India Company from Suez to Aden and Bombay.

The Company will thus be exonerated from maintaining a service of 211,896 miles,* which at 6*s.* 1½*d.* amounts to about 65,000*l.*, by which amount we recommend that the contract should be reduced.

* This amount is thus made up—

	Miles.		Miles.
Southampton to Malta and back ..	2,160	× 12 =	25,920
Suez to Calcutta and back ..	9,502	× 12 =	114,024
Point de Galle to Hong-Kong and back ..	5,996	× 12 =	71,950
			<hr/>
			211,896

211,896 miles at 6*s.* 1½*d.* is 65,113*l.* 17*s.* 6*d.*

We must not omit to state that if the above changes are effected, some of the conveniences which the public may have expected to derive from the provisions of the new contract with the Peninsular and Oriental Company will be lost.

There will be only one monthly communication to and from China in place of two.

Of the two monthly mails to and from India, one only (that of the 20th) will be available for the transmission of heavy mails and of correspondence which will not bear a high postage. In the case of newspapers especially, this restriction will probably be severely felt, inasmuch as the rate levied by the French Government on the transit of newspapers through France is almost prohibitory, and mercantile houses will complain of being unable to send the trade circulars and the papers, which are usually published at the beginning of each month, and which would at present be forwarded by the cheap mail of the 4th.

The notices issued by the General Post Office in January 1853, announcing the date of departure by the mails to Australia, which have already been forwarded to the colonies, and to all foreign Governments with which we have postal conventions, will have to be rescinded and altered.

On the other hand, it is to be borne in mind that the Government will be free to make such arrangements for the conveyance of the semi-monthly mail as may, after full investigation, appear most desirable, and will thus have the opportunity either of inviting competition on the part of other contractors, or of making the experiment of shorter contracts, or of opening new routes for communication—as, for instance, through Trieste—or of establishing a correspondence between Bombay and China by means of the opium vessels, so that the temporary disadvantages which would be experienced from the discontinuance of the service might in the end be more than made up to the public by the introduction of an improved system.

Finally, it is not to be forgotten that the Peninsular and Oriental Company have positively stated that the semi-monthly communication cannot at present be continued on account of the deficiency of the necessary means of transport for coals.

Under these circumstances, it will be for the Government to consider whether the political and commercial inconveniences to which we have drawn attention in the plan which we propose are such as to outweigh the advantages which we anticipate from its adoption.

We have, &c.

(Signed)

CANNING.

WM. COWPER.

STAFFORD H. NORTHCOTE.

R. MADDOX BROMLEY.

Correspondence between the Admiralty and the Peninsular and Oriental Steam Navigation Company.

Mr. Howell to the Secretary to the Admiralty.

Sir,

*Peninsular and Oriental Steam Navigation Company,
February 2, 1853.*

I AM instructed by the Directors of the Peninsular and Oriental Steam Navigation Company to request you will be pleased to represent to the Lords of the Admiralty that the Directors entertain great apprehensions that the contract mail service in the Indian, China, and Australian Seas, must ere long be seriously interrupted for want of coal. The moment that the Company's tender for the new mail contract was accepted in March last, they commenced contracting for the supply of fuel to meet the double service; but from that time, owing to the scarcity of shipping, the prices of freight for its conveyance have risen so much as to amount to an increase of nearly 100 per cent., and at such prices the addition of cost to the Company on the year's operations would

amount to upwards of 130,000*l.*, as per statement inclosed. This is exclusive of the Australian service. At the time of tender, coals the produce of that country could be obtained in abundance at 18*s.* 6*d.* to 20*s.* per ton; this supply has ceased altogether, the labour of the mines having been drawn to the gold fields; and now 80*s.* per ton for coal delivered at ports in Australia from this country has been unavailingly offered.

But the question is now no longer one of price, the fact being that such has been the demand for shipping during the last six months and such it still continues, that available tonnage, whether British or foreign, does not exist at the present time in the United Kingdom. A contractor with the Company and one of the largest shipowners and agents in this country, unable to obtain tonnage in fulfilment of his contract, incurred a penalty to the extent of 3,062*l.* 11*s.* 1*d.*, which under the circumstances the Company mitigated to 1,903*l.* 15*s.* 5*d.*, and this amount he has paid. Another party, after supplying 3,900 tons of coal for Aden, under a contract for 8,000 tons, have announced their total inability to find tonnage for its completion.

The Directors, although aware that other steam-mail contractors are likewise suffering from the same cause, have abstained from all communication on this subject, directly or indirectly; their cases, however, in comparison with that of the Peninsular Oriental Company, are very different in extent.

By reference to the inclosed Table it will be found, that for colonial service alone, exclusive of Australia, no less than 111,000 tons per annum have to be placed at distances requiring a period of six months between contract and delivery.

Under these circumstances, the Directors have felt it to be their duty to their Lordships, to their shareholders, and to the public, to make this statement, and to request that their Lordships may be pleased to direct an immediate inquiry to be instituted in the matter, so that their Lordships may in time be thus better prepared to deal with the question with that measure of justice between the public service and the contractor, with which they have always met cases of emergency and unforeseen difficulty.

(Signed) C. W. HOWELL, *Secretary.*

	LAST YEAR'S PRICES. Mail Service once a Month.			PRESENT RATES. Mail Service twice a Month.		
	Tons per annum.	Average price.		Tons per annum.	Average price.	
		<i>s.</i> <i>d.</i>	£		<i>s.</i> <i>d.</i>	£
Suez	1,200	62 0	3,720	2,400	90 0	10,800
Aden	12,000	41 4	24,800	24,000	75 0	90,000
Ceylon.. ..	14,400	33 2	23,880	28,800	48 6	69,840
Madras	1,200	36 1	2,165	2,400	49 6	5,940
Calcutta	6,000	36 1	10,825	12,000	49 6	29,700
Bombay	6,000	32 11	9,875	12,000	49 6	29,700
Penang	1,200	32 3	1,985	2,400	65 0	7,800
Singapore	8,400	32 3	13,545	16,800	65 0	54,600
Hong Kong	5,400	42 8	11,520	10,800	70 0	37,800
	55,800	36 8	102,315 Carried down	111,600	60 3	336,180
			£102,315 × 2			204,630
				Difference		£131,550

London, January 31, 1853.

C. W. HOWELL, *Secretary.*

The Secretary to the Admiralty to the Peninsular and Oriental Company.

Gentlemen,

Admiralty, February 4, 1853.

HAVING laid before my Lords Commissioners of the Admiralty your letter of the 2nd instant, on the subject of the difficulty of obtaining supplies of coals for carrying on the mail-service under your contract, I am commanded to acquaint you that, under these circumstances, my Lords would wish to be informed if you are prepared to surrender your contract, in order to its again being thrown open for public competition; and that my Lords wish for an early reply.

I am, &c.

(Signed) W. A. B. HAMILTON.

Mr. Howell to the Secretary to the Admiralty.

Sir,

*Peninsular and Oriental Steam Navigation Company,
Offices, 122 Leadenhall Street; London, February 9, 1853.*

REFERRING to my letter of the 2nd instant, in which I had the honour to state for the information of the Lords Commissioners of the Admiralty, that a special meeting of the Board of Directors had been summoned for this day, to take into consideration their Lordships' letter of the 4th instant, I am now instructed respectfully to request that the Directors may be informed whether they are correct in the inference to which they have been led by the tenor of that communication, that their Lordships do not feel disposed to institute an inquiry with a view of ascertaining whether it be a fact that sufficient available tonnage does not now exist in this country, or is likely to be within reach for many months, for the conveyance of fuel to the Company's depôts to the Eastern Seas, seeing that the quantity of tonnage requisite for the transport of coal to the extent necessary for the performance of the semi-monthly service, including the Australian line, is not less than 10,000 tons per month.

It is upon the existence or non-existence of the means of transport, the Directors take leave to submit, that the whole question hinges; they have without hesitation paid latterly 100 per cent. more in the price of coals than the same supply would have cost at the rates which ruled when their tender for the double mail service was accepted in March last, and it was not until price ceased to form part of the question that the Directors applied to their Lordships, with a request that they would be pleased to take cognizance of the existing state of things. The Directors would respectfully repeat their conviction that twenty sail of vessels of 500 tons each, or for any other burden equal to 10,000 tons per month, cannot now be obtained; and they beg to solicit their Lordships' perusal of the letters from well-known contractors inclosed herewith, confirming their opinion.

It is within the knowledge of the Directors, that all available and suitable tonnage has been swept away from the ports of Holland, and that large Dutch ships are now loading at Liverpool for Australia; it is also a fact that even a Spanish ship having arrived at Liverpool, her consignee received the very next day a lucrative offer for freight for the British colonies.

As soon as the impending scarcity of shipping became apparent, not only did the Directors yield to the higher prices required by the contractors, but they sought for other means of keeping up a supply, and purchased at a cost of 15,000*l.*, a screw-collier, with the intention of employing her in the conveyance of fuel from the coal-producing districts of the Eastern Archipelago to their depôts in the China Seas; this vessel, which is capable of carrying 700 tons of coals, is being completed with all despatch.

Under all the circumstances of the case, the Directors would now respectfully suggest that as the Company have at present in store, and on the way to their Eastern depôts, sufficient fuel for twelve months' consumption, or nearly so, for carrying on a monthly communication, as shown by the inclosed Tables marked A and B, the execution of the new arrangements for the semi-monthly communication be postponed for that period, and that in the interim the mail service be carried on monthly under the yet existing contract of 1844, the

Company continuing to perform at a mileage rate, to be agreed upon, the service between Marseilles and Malta, and between Singapore and Australia, upon which they have already entered.

In carrying out this proposition, the Company must still seriously suffer, inasmuch as they have already built, and have under construction, nine steamships intended for the performance of the double service, involving an outlay of 650,000*l.*; which amount of capital must remain not only unproductive, but undergoing depreciation pending the commencement of the operations for the execution of which it was expended. (See Table marked C.)

I have, &c.

(Signed) C. W. HOWELL, *Secretary.*

Messrs. W. S. Lindsay and Co. to the Peninsular and Oriental Company.

Gentlemen,

8, *Austin Friars*, January 27, 1853.

WE have your instructions with respect to the Hong-Kong contract held by us.

Knowing, however, your very great anxiety with relation to these contracts, we think it our duty to advise you exactly how we stand as contractors with you.

We have, as you are aware, as large a command of tonnage as any firm in this country.

Notwithstanding this, however, we are utterly precluded from fulfilling our engagements for Hong-Kong, as, from your own knowledge of the extraordinary position of the shipping trade, you cannot but be aware.

With regard to Singapore, the prospect of obtaining tonnage is, if possible, even worse; and we really do not see how we can find ships for the balance of our contract for that port.

It is not a question of rate. There are no ships. They are either fixed for Australia, or fixed there for want of crews to bring them away.

The difficulty is absolute, and quite independent of any question of rate. Viewing this, we feel bound to tell you candidly, that unless a change take place, we must break down in our contract with you.

We will leave no stone unturned to perform our part, but we cannot do impossibilities; and under the extraordinary circumstances of the case, we anxiously await your advice as to how we should act in order to protect your interests.

We are, &c.

(Signed) W. S. LINDSAY & CO.

Messrs. H. and C. Toulmin to Mr. Howell.

Sir,

31, *Great St. Helens*, February 1, 1853.

IN reference to our contracts for the delivery of coals at Ceylon, Calcutta, and Bombay, we are sorry to inform you that it will be quite impossible for us to fulfil them, from the fact that vessels are not to be had for this employment. We have been for some time endeavouring to procure tonnage, we may almost say, without reference to the rate of freight, but cannot succeed.

We attribute the cause on the one hand to the detention of vessels in Australia, and on the other, to the great demand that exists for the few vessels available, the owners of which will not take a freight of coals so long as they can get other employment.

We shall continue to do our best; at the same time, we do not think there will be a change in this state of things for some time to come, and we therefore trust you will deal leniently with us, since the inability to comply with the terms of the contracts arises from circumstances over which we have no control.

We are, &c.

(Signed) H. & C. TOULMIN.

Messrs. Phillips, Shaw, and Lowther, to the Peninsular and Oriental Company.

2, Royal Exchange Buildings,
February 2, 1853.

Gentlemen,

WITH reference to your inquiry as to the rate at which we would undertake to supply you with coal at Singapore and other ports in India, we beg to say that at the present time we could not undertake any contracts for so doing.

We were on the 24th ultimo requested by you to furnish tenders for the supply of 4,000 tons of coal to Singapore to leave this country during the months of February and March. Our principal filled in, sealed, and was on the point of forwarding to you the accompanying tender for such supply at the rate of 70s. per ton, deeming at the time that it would be a safe and profitable transaction. Fortunately, just as the tender was about to leave this office, one of his partners came in and expressed his conviction that we should be unable to obtain tonnage at even that high rate, which opinion has by subsequent experience been fully justified, and we now congratulate ourselves on not having handed it to you.

We hand it to you still sealed, together with your letter, in the margin of which you will find the rate marked by the writer for our guidance had you accepted the tender.

We beg to add that we could not now accept much higher terms for the required supply.

We remain, &c.
(Signed) PHILLIPS, SHAW, & LOWTHER.

(A.)—RETURN of the Stock of Coals belonging to the Peninsular and Oriental Steam Navigation Company, at their Depôts, and on the way, in the Indian and China Seas, and their Consumption, calculated on *once* a-month mail service.

Port.	Date of last Account.	Monthly Demand.	Stock, &c., on the way. Supply for months.	Stock.	On the way.	Total.	Deduct issues from date of last account to this date.	Deduct issues during interval elapsing between leaving England at this date and arrival out.	Remainder.	Equal to requirements for months.
		Tons.		Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	
Swat	Dec. 31	100	42	2,495	1,742	4,237	100	750	3,387	33½
Aden	" 23	1,000	23½	17,118	6,621	23,739	1,000	5,000	17,739	17½
Ceylon	" 1	1,200	10½	5,685	18,151	23,836	2,400	6,000	15,436	12½
Madras	Nov. 25	100	45½	2,729	1,844	4,573	200	450	3,923	39
Calcutta	Dec. 8	500	23	3,202	8,237	11,439	1,000	2,250	8,184	16½
Bombay	" 31	500	18	3,813	5,324	9,137	500	2,250	6,387	12½
Penang	Nov. 30	100	23½	1,159	1,207	2,366	200	500	1,666	16½
Singapore	" 30	700	18	3,337	4,185	12,526	1,400	4,200	8,926	10
Hong Kong	Sep. 30	450	25½	3,572	7,900	11,562	1,800	2,475	7,267	16

(B.)—**RETURN** of the Stock of Coals belonging to the Peninsular and Oriental Steam Navigation Company at their Depôts, and on the way, in the India and China Seas, and their Consumption, calculated on *twice* a-month mail service.

Port.	Date of last Account.	Monthly Demand.	Stock, &c., on the way. Supply for months.	Stock.	On the way.	Total.	Deduct issues from date of last account to this date.	Deduct issues during interval elapsing between leaving England at this date and arrival out.	Remainder.	Equal to requirements for months.
Suez ...	Dec. 31	Tons. 200	21	Tons. 2,495	Tons. 1,742	Tons. 4,237	Tons. 200	Tons. 1,500	Tons. 2,537	12½
Aden ...	" 28	2,000	11½	17,118	6,621	23,739	2,000	10,000	11,739	5½
Ceylon ...	" 1	2,400	9½	5,685	18,151	23,836	4,800	12,000	7,036	2½
Madras ...	Nov. 28	200	22½	2,729	1,844	4,573	400	900	3,273	16½
Calcutta ...	Dec. 8	1,000	11½	3,202	8,237	11,439	2,000	4,500	4,939	5
Bombay ...	" 31	1,000	9	3,813	5,324	9,137	1,000	4,500	3,637	3½
Penang ...	Nov. 30	200	11½	1,159	1,207	2,366	400	1,000	966	4½
Singapore ...	" 30	1,400	9	8,337	4,185	12,522	2,800	8,400	1,322	nearly 1
Hong Kong	Sep. 30	900	12½	3,572	7,990	11,562	3,600	4,950	3,012	3½

(C.)—**Tonnage and Cost of the following Vessels.**

Ship.	Builders.	Tonnage O.M.	Cost.
Himalaya	C. J. Mare & Co. ..	3,540	£132,000 0 0
Candia	C. J. Mare & Co. ..	1,898	69,200 0 0
Nubia	John Laird	1,840	65,750 0 0
Pera	John Laird	1,840	69,250 0 0
Colombo	R. Napier	1,848	63,200 0 0
Simla	Tod & McGregor ..	2,417	77,800 0 0
Bengal	Tod & McGregor ..	2,232	68,800 0 0
Valetta	C. J. Mare & Co. ..	951	52,801 10 0
Vectis	J. & R. White	951	52,326 0 0
		17,517	£650,127 10 0

The Secretary to the Admiralty to the Peninsular and Oriental Company.

Gentlemen,

Admiralty, February 23, 1853.

HAVING laid before my Lords Commissioners of the Admiralty your letter of the 9th instant, with reference to the difficulties in obtaining tonnage for the conveyance of coals, to enable you to carry out the mail service between this country and India, China, and Australia, I am commanded by their Lordships to acquaint you that they cannot agree to your proposal for the postponement of the semi-monthly communication for twelve months, but have under consideration the steps that may be necessary to adopt under the circumstances mentioned.

I am, &c.
(Signed) R. OSBORNE.

The Secretary to the Admiralty to the Peninsular and Oriental Company.

Gentlemen,

Admiralty, March 1, 1853.

WITH reference to your letter of the 9th ultimo, in which you state that sufficient tonnage cannot at present be procured in this country for the conveyance of fuel to the Eastern Seas, to maintain the whole of the postal service contracted for, and requesting that the new arrangement for the semi-monthly communication be postponed for twelve months, I am commanded by their Lordships to acquaint you that my Lords are willing that the existing agreement be so modified that those portions of the semi-monthly service which have been recently established between Southampton and Malta, and between Suez and Calcutta, and also between Point de Galle and Hong Kong, shall be altogether omitted; on the condition that a corresponding deduction be made, bearing the same proportions to the annual payment agreed to in the contract of January 1853, that the mileage of service omitted bears to the whole mileage contracted for; their Lordships being at liberty to resume this service whenever they shall think fit, and to make agreement for the purpose with other persons than you, if thought necessary.

I am, &c.
(Signed) R. OSBORNE.

Mr. Howell to the Secretary to the Admiralty.

*Peninsular and Oriental Steam Navigation Company's
Offices, 122, Leadenhall Street, March 4, 1853.*

Sir,

I HAVE the honour, by order of the Directors, to acknowledge the receipt of your letter dated the 1st instant, stating that the "Lords Commissioners of the Admiralty are willing that the existing agreement be so modified that those portions of the semi-monthly service which have been recently established between Southampton and Malta, and between Suez and Calcutta, and between Point de Galle and Hong-Kong, shall be altogether omitted, on the condition that a corresponding deduction be made bearing the same proportion to the annual payment agreed to in the contract of January 1853, that the mileage of service omitted bears to the whole mileage contracted for; their Lordships being at liberty to resume this service whenever they shall think fit, and to make agreements for the purpose with other persons than you, if thought necessary."

The proposition thus conveyed by their Lordships would, if accepted by the Company, be attended with results so much more disadvantageous than even those which the Directors have looked forward to, from the difficulty in which the impossibility of procuring ships for the transport of fuel, has involved them, and would differ so widely in its effect from that submitted in my letter dated the 9th ultimo, that they feel it to be a duty to point out certain considerations which may possibly not have engaged their Lordships' attention, but which have a most important bearing on the whole case.

The Directors would, in the first place, respectfully state to their Lordships that the very low rate at which they were enabled, in March last, to tender for the whole semi-monthly service, was mainly owing to the fact that the Company already possessed at every station of the line, with the exception of the newly-included ports of Marseilles, and those in Australia, establishments equal to the efficient conduct of a double amount of business; while at the important terminal ports of Calcutta, Bombay, and Singapore, in the East, and at Southampton in this country, they had, at an immense outlay of capital, acquired the possession or command of docks, workshops, stores, offices, and staff, in like manner equal to the accommodation, outfit, and management of an increased number of ships.

The capital sunk in these establishments exceeds 100,000*l.*, and the annual cost of keeping them up under the old contract was not less than 71,000*l.*; thus, in calculating the terms of their tender for the new service, the Directors were mainly influenced by the consideration that in doubling their operations, the outlay of capital would be confined to the amount requisite for the construction of a sufficient number of new ships, while the pressure of the heavy debt of interest on that sunk in docks and shore establishments would be lessened in

proportion to the increase of the Company's operations in the conveyance of passengers and cargo.

Upon these grounds the Directors were not deterred from making a tender for the whole service included in the conditions published by their Lordships at a rate per mile very far below that of their existing Mail contract, or of any other of similar magnitude, and on the acceptance of that tender they immediately entered into engagements for the construction of the additional ships necessary for the performance of the service; the total cost of these being 650,000*l.*, as shown by the inclosed Table.

The Directors would now crave their Lordships' consideration of the fact that, the acceptance of the proposition contained in their letter now under reply would work in direct opposition to the above calculations, and with injury to the interests of the Company in two ways. In the first place, all the Company's costly establishments must be kept up at the same, or (as prices now are) at a greater expense than under the old contract, while they would remain equally unproductive; and, in the second place, the fleet of new ships built expressly for the extended service would be idle and depreciating, or be sold at a sacrifice.

In addition to these disadvantages the Company would be burdened with the performance of those portions of the new scheme which are the most expensive and least productive,—namely, the lines between Marseilles and Malta, and Singapore and Australia. For the first of these the Directors have built two vessels of 1000 tons, and 400 h. p., each of which they confidently expect will equal, if not exceed in speed, the fast vessels recently employed by Her Majesty's Government on the same service, while the expenses will be greater in proportion to the increased size of the vessels. As their Lordships are in a position to ascertain the cost of running despatch steamers on this line, the Directors would respectfully request a reference to the public accounts, in order that they may appreciate the extent to which the average mileage rate for the reduced service would be affected by the addition of this line to the scheme of the old contract.

With regard to the Australian line, the Directors trust that, although it cannot be expected to yield a profit on the terms of the new contract, it may, at any rate, be worked without actual loss.

The Directors trust they have now placed the matter in a light which will make it apparent to their Lordships that, with a due regard to the interests of their proprietary, they could not entertain the proposition in its present shape, inasmuch as they are called upon to abandon all that would appear to be advantageous, and to retain all that is the reverse of the new contract; while their Lordships reserve the right, after the new scheme has borne the test of experience, to restore the portion of the work now to be withheld, or to submit the performance of it to other parties.

The Directors can only foresee two results in such an arrangement,—namely, if the suspended portion of the work proved likely to be profitable, their Lordships would be bound to invite tenders and to award it to the lowest bidder, or if the reverse, to call upon the Company to resume it. It is difficult to say which of those two issues would most damage the interests of the Company.

They would, therefore, respectfully urge upon their Lordships to consider whether the matter might not be more fairly and equitably adjusted by the introduction in the new contract of a proviso to the following effect:

"That, in consequence of the present impossibility of procuring sufficient shipping for the conveyance of fuel to the Company's depôts in the India and China Seas, the Contractors shall be permitted, after the 1st of April next, to cease running the semi-monthly or second line between China and India and between India and Southampton until the 1st of April, 1854, unless they give three months' notice to the Lords Commissioners of the Admiralty that they are prepared to carry out this suspended portion of the contract on the 1st of January next.

"In consideration of which the Contractors agree that a deduction shall be made from the contract-money in proportion as the mileage so remitted bears upon the whole mileage contracted for,—the mileage, in regard to distances, to be decided by the Hydrographer of the Admiralty."

I have, &c.

(Signed)

C. W. HOWELL, *Secretary.*

VESSELS in course of Construction for the Peninsular and Oriental Steam Navigation Company.

Name.				Cost.	
				£	s.
Vectis	..	..	..	52,326	0
Valetta	..	..	..	52,801	10
Cadiz	..	..	..	28,050	0
Douro	..	..	..	28,050	0
Himalaya	..	..	..	132,000	0
Simla	..	..	..	77,300	0
Nubia	..	..	..	65,750	0
Colombo	..	..	..	63,200	0
Candia	..	..	..	69,200	0
Pera	..	..	..	69,250	0
Tartar	..	..	..	17,567	0
				£ 655,494 10	

March 1853.

(Signed) C. W. HOWELL.

The Secretary to the Admiralty to the Peninsular and Oriental Company.

Gentlemen,

Admiralty, March 11, 1853.

WITH reference to your letter of the 4th instant, I am commanded by my Lords Commissioners of the Admiralty to acquaint you that my Lords regret that they cannot accede to such an alteration of the contract for the mail service between this country, India, China, and Sydney, *via* Singapore, as would preserve you from pecuniary loss; but as the suspension of a part of the service contracted for must occasion inconvenience to the public, my Lords have considered it their duty to secure a corresponding advantage as compensation, and with that view they have required,

1st. That the reduction of payment shall be proportionate to the remission of packet-service, and shall bear the same proportion to the annual payment, agreed to in the contract of 1853, that the mileage of packet-services omitted bears to the whole mileage contracted for; and,

2ndly. That the resumption of the suspended portion of the packet-service shall be left optional to both parties, and unfettered by the engagement of the contract; that their Lordships shall be at liberty to have it renewed or not as they think fit, and shall not be bound to employ you, but may make any arrangements for its renewal they please. I am further to acquaint you that my Lords did not, as you in your letter appear to have assumed, claim the right of requiring you to resume the suspended service at the contract rate; and that to these terms their Lordships still adhere, and on these terms alone do they consider themselves justified in consenting to a relaxation of the contract.

I am,
(Signed) R. OSBORNE.

The Secretary to the Admiralty to the Peninsular and Oriental Company.

Gentlemen,

Admiralty, April 2, 1853.

I AM commanded by my Lords Commissioners of the Admiralty to acquaint you that my Lords have received a communication from the Committee appointed to consider the Contract Packet Service, stating that they have received a deputation from the Peninsular and Oriental Steam Packet Company, but that after hearing the reasons urged by the deputation on behalf of their proposal, that a right should be secured to the Company of resuming at the end of a year those portions of the semi-monthly mail service which the Company request leave to suspend; they have come to the conclusion that the

proposal is not one that they can recommend for the adoption of the Government. My Lords therefore have only to repeat to you that they cannot consent to the departure from the contract sought by you, except upon the terms mentioned in my two letters of the 1st and 11th March last, and my Lords request to be informed what course you mean to take.

I am, &c.
(Signed) R. OSBORNE.

Mr. Howell to the Secretary of the Admiralty.

*Peninsular and Oriental Steam Navigation Company,
London, 7th April, 1853.*

Sir,

I HAVE the honour, by order of the Directors, to acknowledge the receipt of your letter, dated 2nd instant, stating that the Lords Commissioners of the Admiralty cannot consent to the suspension of the semi-monthly service except upon the terms mentioned in your two letters dated 1st and 11th of March, and requesting to be informed what course the Directors mean to take.

In reply, I am instructed to express the regret and disappointment of the Board of Directors at having found their Lordships unwilling to afford the temporary relief sought by the Company under the pressure of circumstances of a most extraordinary and unexpected nature, and over which they had no control.

The Directors would here respectfully observe, that at the interview they had the honour to have with the Honourable Committee on the Packet Service, the Deputation proposed that the Company should resume the portion of the service in question at an earlier period than one year if tonnage for the conveyance of coals could be procured, and offered to submit to the decision of any authorized officer in Her Majesty's service the question as to the possibility of obtaining the necessary shipping for that purpose.

With these observations, the Directors have only to state that the decision now communicated by their Lordships leaves them no alternative but to continue the entire service, and to endeavour to overcome the difficulties it presents by every means at their command.

Whatever may be the result, the Directors will consider that, in calling the attention of Her Majesty's Government to the circumstances set forth in the recent correspondence, and explained by the Deputation to the Committee alluded to, they have performed a duty which was required of them, not only as trustees of the interests of a large proprietary, but as servants of the public engaged in a work of national importance.

I am, &c.
(Signed) C. W. HOWELL, *Secretary.*

APPENDIX (E).

Dates of arrival of Letters at Liverpool from Lima.

Date of Lima Letters.	Dates of arrival of West India Packets at Southampton.	Received <i>via</i> New York at Liverpool.
February 12, 1850	April 5, 1850	April 2, 1850
March 12, "	May 3, "	April 29, "
April 12, "	June 2, "	May 31, "
May 12, "	July 2, "	June 22, "
June 12, "	August 4, "	July 22, "
July 12, "	September 18, "	August 26, "
August 8, "	October 4, "	September 20, "
September 8, "	October 19, "	October 21, "
October 8, "	November 19, "	November 25, "
November 8, "	December 21, "	December 22, "
December 8, "	January 22, 1851	January 20, 1851
January 8, 1851	February 25, "	February 22, "
February 8, "	March 25, "	March 24, "
March 8, "	April 24, "	April 22, "
April 8, "	May 22, "	May 8, "
May 8, "	June 20, "	June 18, "
June 8, "	July 20, "	July 21, "
July 8, "	August 20, "	August 17, "
August 8, "	September 23, "	September 22, "
September 8, "	October 23, "	October 20, "
October 8, "	November 26, "	November 20, "
November 8, "	December 25, "	No date given.
December 8, "	January 23, 1852	January 19, 1852
January 8, 1852	February 26, "	March 1, "
February 8, "	April 3, "	March 30, "
February 23, "	April 25, "	April 19, "
March 8, "	.. ..	No date given.
March 28, "	May 8, "	May 3, "
April 8, "	May 22, "	May 16, "
April 22, "	June 5, "	May 31, "
May 10, "	June 21, "	June 21, "
May 26, "	July 10, "	July 5, "
June 9, "	July 17, "	July 19, "
June 25, "	August 2, "	August 2, "
July 10, "	August 17, "	August 16, "
July 27, "	September 5, "	August 29, "
August 9, "	September 22, "	September 27, "
August 25, "	September 29, "	No date given.
September 11, "	October 16, "	October 18, "
September 25, "	November 2, "	November 16, "
October 11, "	November 17, "	November 24, "
October 26, "	December 9, "	December 6, "
November 11, "	December 19, "	December 27, "
November 25, "	January 8, 1853	January 11, 1853
December 11, "	January 18, "	January 31, "
December 24, "	February 2, "	February 14, "
January 11, 1853	March 6, "	March 2, "

APPENDIX (F).

Copy of Report on the General Screw Steam-Shipping Company.

My Lords,

Admiralty, March 18, 1853.

HAVING had our attention directed to a communication from Mr. Ellis, the Chairman of the General Screw Steam-Shipping Company, stating the difficulties which the Company have met with in relation to their contract for the conveyance of the mails between England and Calcutta by way of the Cape of Good Hope, and having been requested by one of the Directors (Mr. Fox) to afford Mr. Ellis and himself an opportunity of personal communication on the subject, we have had an interview with those two gentlemen, in the course of which they stated to us more fully the nature and extent of their difficulties, and of the relief which they seek from Her Majesty's Government.

They estimate the annual loss at which the Company is now carrying on its operations at not less than 40,000*l.* or 50,000*l.*, and they consider that, if the service at present performed is to be continued, the Government subsidy must be increased to 80,000*l.* per annum. The present subsidy is 50,000*l.* for the first year, 45,000*l.* for the second, and 40,000*l.* for the third and every succeeding year. The increase would therefore amount to 38,000*l.* per annum.

It appears that, before the negotiation of the last contract, the General Screw Steam-Shipping Company was engaged in the conveyance of the mails from England to the Cape of Good Hope by way of Sierra Leone, receiving for the service a subsidy of 30,000*l.* per annum. In 1852 they competed for and obtained the additional service from the Cape by way of Mauritius to Calcutta, and were at the same time permitted to exchange the route by Sierra Leone for the route by the Isle of Ascension, an alteration which at the time appeared desirable to the Government, as affording the means of communicating with the African squadron, and which was beneficial to the Company, inasmuch as the voyage by Sierra Leone operated to the discouragement of the passenger traffic. They now state that the calculation upon which their tender was framed was not made with sufficient care, and would, under the most favourable circumstances, barely leave a reasonable profit; that the rise in the freight of coals has very materially affected them, and turned the profit which they anticipated into a heavy loss. Lastly, that the necessity of performing the voyage by way of the Isle of Ascension involves a great expenditure of fuel, as the cruise is such as to deprive them of the advantage of the trade wind. They consider that they could save from 10,000*l.* to 12,000*l.* a-year by proceeding in a direct line to the Cape without calling either at Ascension or Sierra Leone, but that even this voyage could not be carried on without an increase of subsidy.

We find that at the time the extension of the service from the Cape to Calcutta was under consideration, several parties were ready to undertake it, even without the advantage of carrying the mails all the way from England to the Cape; and among the tenders then sent in for the new service, we find one of the amount of only 14,000*l.*, being but a trifle above the addition made to the previous subsidy received by the General Screw Steam-Shipping Company. Under these circumstances we think it quite out of the question that the Government should assent to the request of the Company for an increase of 38,000*l.* upon their present subsidy, and we recommend that any reconsideration of the contract be simply declined, and the Company called on to fulfil their engagements or relinquish them altogether. Should they adopt the latter alternative, careful consideration will be needed as to the steps to be taken for maintaining a regular com-

munication with the Cape and the Mauritius, and as to the possible expediency, on many grounds, for maintaining a line of vessels by way of the Cape to India. We are pursuing inquiries on these points without delay. In the meantime, we feel little hesitation in expressing our belief that arrangements may without difficulty be made for maintaining a very frequent, if not a perfectly regular communication with the Cape by means of vessels passing to and fro on the lines to India and Australia, which might be induced to call there for the purpose of receiving and delivering the mails; and the Mauritius may be reached, as heretofore, by way of Ceylon. The service to the Isle of Ascension does not appear, at present, to be of any paramount importance. We reserve these matters, however, for fuller consideration on a future occasion, in case the Company should actually come to the resolution of abandoning its contract.

We have, &c.

(Signed)

CANNING.

WM. COWPER.

STAFFORD H. NORTHCOTE.

R. MADOX BROMLEY.

APPENDIX (G).

Copy of Report on the Australian Royal Mail Steam Navigation Company.

My Lords,

Admiralty, March 16, 1853.

WE have had under our consideration two letters addressed to the Lords Commissioners of the Admiralty on the 9th and 14th instant, by Mr. J. Griffith Frith, Chairman of the Board of Directors of the Australian Royal Mail Steam Navigation Company.

These letters set forth various circumstances which have occurred to interfere with the due execution of the engagements of the Company under their contract with the Lords Commissioners of the Admiralty, especially as regards the service to be performed by the steam-ship "Australian." They ask a favourable consideration of these circumstances, and request that, as it is impossible for the Company to secure a ship for the conveyance of the mails of the 3rd of April next, their Lordships will grant a postponement of that mail till the 3rd of June, allowing the bi-monthly dates subsequent thereto to be substituted for those now established.

We are of opinion that no sufficient reason exists for the extension of this indulgence to the Company.

We find that the services which the Company is bound to perform, have been marked by great and repeated irregularity.

The "Australian," the first vessel despatched under this contract, sailed from Plymouth on the 5th of June (the third being the day fixed), and occupied 95 days in reaching Sydney instead of 79 as appointed.

The same vessel, upon her return voyage, occupied 113 days instead of 80.

The "Melbourne," which should have left Plymouth on the 3rd of October, did not arrive at that port until the 8th, was then detained for repairs, and did not sail finally until the 15th; the mails for the Cape of Good Hope having been meanwhile transferred to the "Calcutta," a vessel belonging to another Company.

The "Adelaide," which should have left Plymouth on the 3rd of December, was, under sanction of the Lords of the Admiralty, detained until the 18th, and, having sailed on that day was obliged to put back in a leaky state, and did not finally leave Plymouth until the 2nd of January, 1853.

The "Australian" should have left Plymouth on the 3rd of February. The Company, however, obtained the sanction of the Lords of the Admiralty to delay her sailing until the 23rd. She was not ready on that day, and did not put to sea until the 24th; for which additional delay the penalty prescribed by the contract was enforced. On the 25th she returned disabled, with much damage to the mails, which were thereupon, in chief part, despatched by the Peninsular and Oriental Company's vessel of the 4th of March, via Alexandria and Singapore.

The "Australian" put to sea again on the 10th of March, and again returned disabled on the 14th. The mails for the Cape of Good Hope and Natal were transferred on the following day to the "Lady Jocelyn," a vessel belonging to another Company; and the conveyance of those for Australia, with which the "Australian" was charged on her last departure, must now be provided for by some other means, and at a new expense.

We are of opinion that, if a contract under which so large a sum as 26,000*l.* is annually paid to a Company, and from the strict letter of which relaxation has been so freely conceded to them, does not secure the Government and the public against such frequent and serious irregularities and failures in the conveyance of the correspondence as those above-mentioned, there is no inducement on the part of the Government to consent to the

demand now made, either as a boon to the Company or with a view to the future interests of the public.

We therefore recommend that the Lords Commissioners of the Admiralty should decline to accede to the request contained in Mr. Frith's letters of the 9th and 14th instant, and that the Company should be called upon to fulfil their contract, and to inform Her Majesty's Government with the least possible delay whether they are prepared to do so.

We have, &c.

(Signed)

CANNING.

WM. COWPER.

STAFFORD H. NORTHCOTE.

R. MADOX BROMLEY.

APPENDIX (H).

Copy of a Letter from Her Majesty's Postmaster-General to the Lords of the Treasury, submitting a plan for the conveyance of Mails to Australia.

My Lords,

General Post Office, April 25, 1853.

AS the public have recently suffered great inconvenience, owing to the irregular performance of the service of the Contract Mail-packets on some of the lines established by Her Majesty's Government between this country and the colonies, I think it desirable not to neglect any opportunity that may offer for ascertaining whether arrangements of a more efficient and economical nature may not be adopted in some cases, in place of the present Contract-packet system.

Such an opportunity appears to present itself in the case of the Australian Mails carried by way of the Cape of Good Hope; the Lords Commissioners of the Admiralty having, as your Lordships are aware, dissolved the contract with the Royal Australian Mail Company for that service; and the conveyance of Mails to Australia in the alternate months in which there is no communication by way of Singapore being now provided for.

In place, therefore, of recommending to your Lordships to take steps for entering into a new contract upon the system hitherto followed, I beg to lay before you the following plan:

Having fixed the days and ports of departure for some months in advance, and also assigned a definite sum (in the present instance I propose 1000*l.*) as the payment for each outward voyage, I propose to advertise for tenders, leaving it to the parties tendering to offer for either one or more of such outward voyages, as they may prefer; that tender, whether for steamer or sailing-vessel, to be accepted (with the necessary stipulations for the security of the Mails, &c.) which undertakes, on the subjoined conditions, to perform the voyage in the shortest time. The conditions to be—

First—That for every day's delay, from whatever cause, in the time of sailing, there be levied a fine—say of 50*l.*

Secondly—That a fine (say of 20*l.*) be levied for every day that the voyage, counting from the time of actual sailing, shall, from whatever cause, exceed the specified period.

Thirdly—That the total fines shall in no case exceed the sum assigned for the service by more than a certain proportion—say 25 per cent.

As regards the return Mail, regularity of departure being far less important, it appears to me that it will be best to leave the settlement of this matter to the colonial authorities on the spot, especially in the present condition of shipping in the Australian ports, and seeing that the interests of the colonies are to a great extent secured by the existing arrangement relative to ship letters, and by the fixed return of the bi-monthly Mail by Singapore.

Should the arrangement be adopted, and the sum suggested prove sufficient, the cost to the mother-country of this line of packets would be reduced from 26,000*l.* to 6,000*l.* per annum, even supposing the packets to be so regular that the 1000*l.* should be paid in full every time.

To facilitate this arrangement, and to secure the most speedy transmission of the more important Mails, it seems desirable that the packets should not be required to touch at minor ports,—as, for instance, King George's Sound; the conveyance to such places from the larger ports being left to opportunity.

I am inclined to think that the proposed plan might be carried out

with much advantage; and, should your Lordships concur in this opinion, I request that you will be pleased to authorize me to make trial of it.

Should your Lordships approve of my so doing, I request that I may be authorized to arrange the fines and other details of the measure as I may find most expedient; as also to consult Her Majesty's Secretary of State for the Colonies upon parts of the plan.

I think it right to add that I have communicated this proposal to the members of the Committee appointed under your minute of the 1st of March, 1853, to examine into the system of packet contracts, and that it is favourably viewed by them, although the responsibility attaching to it rests of course with this department.

I have, &c.
(Signed) CANNING.

APPENDIX (I).

May 1853.

ESTIMATE of the Present Annual Amount of Postage accruing to Great Britain on the Foreign and Colonial Correspondence conveyed by the several Lines of Packets; together with a statement of the Cost of the Packet Service under the several Contracts, as shown by the Abstract published by the Admiralty for the month of April 1853.

Note.—This Estimate has been founded on an account taken for the month of December 1852, except as regards the Brazilian and East Indian Lines, the accounts for which were taken in February 1852, and the mail inward from Australia, which was taken in the month of March 1853.

The deduction for "Returned Letters" is, in each case, the estimated amount of postage lost by the non-delivery, from various causes, of part of the unpaid correspondence.

The deduction for "British Inland Rate" is, in each case, estimated at 1½d. per single rated letter. This sum, which is the mean of the prepaid and unpaid rates on inland letters, is, in respect of the correspondence with the United States, fixed by Treaty.

The deduction for "Colonial Inland Rate," or for "Foreign Inland Rate," when made, is also estimated at 1½d. per single rated letter, and is necessary to meet expenses incurred by the British Post Office at certain Foreign and Colonial stations in the receipt and dispatch of the correspondence. On the average this deduction about equals the expense incurred.

Title of the Line of Packet.	Estimated Amount of British Transmarine Postage for the year.	Terms of Contract for Packet Service.	Amount per Annum.
£ s. d.	£ s. d.	£ s. d.	£ s. d.
NORTH AMERICAN:			
British North America ...	37,924 19 0	Liverpool, Halifax, and Boston ...	145,000 0 0
United States... ..	92,915 10 0	Liverpool and New York ...	28,340 0 0
California, &c.	2,886 16 0	Halifax, Bermuda, and New York } ...	10,000 0 0
*Add postage on continental letters by British packet ...	9,813 5 4	Halifax and Newfoundland ... }	
Add postage on local letters, and for closed mails to and from France and Prussia ...	17,028 18 0	Bermuda and St. Thomas ...	4,100 0 0
	160,069 8 4		
Deduct amount repayable to United States, and for transit, &c., postage	10,866 19 0		
	149,202 9 4		
Deduct for returned letters ...	5,535 0 0		
	143,667 9 4		
Deduct for British Inland Rate	2,2804 0 0		
Total	120,383 9 4	Total	188,040 0 0

* The amount given as postage for continental letters shows the total postage belonging to Great Britain on the correspondence passing between North America and the Continent of Europe, *via* England; no portion of the amount being included in the sums given as the postage on the correspondence conveyed by the French, Belgian, Holland, or Hamburg packets.

Title of the Line of Packet.	Estimated Amount of British Transmarine Postage for the year.	Terms of Contract for Packet Service.	Amount per Annum.
	£ s. d.	£ s. d.	£ s. d.
WEST INDIAN	67,250 2 0	England, West Indies, Gulf of Mexico, and Brazils ...	270,000 0 0
Deduct for returned letters ...	2,495 0 0		
	64,755 2 0		
Deduct for British In-land Rate ...	8,094		
Deduct for Colonial In-land Rate ...	8,094		
	48,567 2 0		
Add for the conveyance of the Brazilian Mails between the United Kingdom and Chagres (see Pacific Line of Packets)	5,000 13 6		
	*53,567 15 6		
†BRAZILIAN ...	44,091 17 0		
Deduct for returned Letters...	1,636 0 0		
	42,455 17 0		
Deduct for British In-land Rate ...	5,307		
Deduct for Foreign In-land Rate ...	5,307		
	*31,841 17 0		
Total ...	85,409 12 6	Total ...	270,000 0 0

* The whole postage belonging to Great Britain on the correspondence passing between the West Indies or the Brazils and the Continent of Europe, *via* England, is included in the above amounts; no portion of such postage being included in the sums given as the postage on the correspondence conveyed by the French, Belgian, Holland, or Hamburg packets.

† Since the date of the account on which this estimate rests (February 1852) the rates of postage to Brasil and Buenos Ayres have been reduced from 2s. 9d., and 2s. 7d., respectively, to 1s.

	£ s. d.	£ s. d.	£ s. d.	£ s. d.
PACIFIC ...	13,423 13 0		Pacific ...	25,000 0 0
Add for conveyance of French closed mails...	1,106 16 0			
Total conveyed by West Indian packets to Chagres...	14,530 9 0			
Add postage on local letters...	1,463 2 0			
	15,993 11 0			
Deduct amount due to New Grenada and the United States ...	4,124 2 0			
	11,869 7 0			
Deduct for returned letters ...	440 0 0			
	11,429 7 0			
Deduct for British Inland Rate ...	714			
Deduct for Foreign In-land Rate ...	714			
	10,001 7 0			
Deduct for the conveyance between the United Kingdom and Chagres by the West Indian Packets, say one-half (see West Indian Line of Packets) ..	5,000 13 6			
Total ...	5,000 13 6	Total ...	25,000 0 0	

Title of the Line of Packet.	Estimated Amount of British Transmarine Postage for the year.	Terms of Contract for Packet Service.	Amount per Annum.
£ s. d.	£ s. d.	£ s. d.	£ s. d.
EAST INDIAN:		East India and Alexandria, Suez, Calcutta and Hong Kong, Marseilles and Malta, Singapore and Sydney, New South Wales, East Indies and China 199,600 0 0*	
<i>vid</i> Southampton --			
Gibraltar 420 16 0			
Mediterranean 10,340 0 0			
India 57,786 14 0			
China 4,968 11 0			
Add for Java closed mails, and for Red Sea postage ... 17,179 17 0			
Add for Australia <i>vid</i> Singapore 27,029 12 0			
117,725 10 0			
Deduct East India postage, written off by order of Treasury 18,982 0 0			
98,743 10 0			
Deduct for returned letters ... 3,663 0 0			
95,080 10 0			
Deduct for British In-land Rate £ 11,885			
Deduct for Colonial In-land Rate 1,965			
13,850 0 0			
Total, <i>vid</i> Southampton 81,230 10 0			
<i>vid</i> Marseilles--			
Mediterranean 7,196 13 0			
India 50,350 19 0			
China 6,405 1 0			
Add for Java and French closed mails, &c. 6,848 0 0			
70,740 13 0			
Deduct amount due to France for transit of Indian mails... 16,206 15 0			
54,533 18 0			
Deduct for returned letters ... 2,023 0 0			
52,510 18 0			
Deduct for British In-land Rate £ 4,847			
Deduct for Foreign In-land Rate 1,198			
5,845 0 0			
Total, <i>vid</i> Marseilles... .. 46,665 18 0			
Total 127,896 8 0		Total 199,600 0 0	

* To be reduced to £179,600 six months after the opening of the Railway between Alexandria and Suez.

£ s. d.	£ s. d.	£ s. d.	£ s. d.
PENINSULAR 14,192 3 0		England, Vigo, Oporto, Lisbon, Cadiz, and Gibraltar... .. 20,500 0 0†	
Deduct for returned letters ... 527 0 0			
13,665 3 0			
Deduct for British In-land Rate £ 854			
Deduct for Foreign In-land Rate 854			
1,708 0 0			
Total 11,957 3 0*		Total 20,500 0 0	

* The whole postage belonging to Great Britain on the correspondence passing between Spain and Portugal, and the Continent of Europe, *vid* England, is included in the above amount; no portion of such postage being included in the sums given as the postage on the correspondence conveyed by the French, Belgian, Hamburg, or Holland packets.

† Less 2,500l. if port-dues be remitted.

Title of the Line of Packet.	Estimated Amount of British Transmarine Postage for the year.	Terms of Contract for Packet Service.	Amount per Annum.
	£ s. d.	£ s. d.	£ s. d.
AUSTRALIAN:		England and Sydney, New South Wales	
(Including 3,767l. 3s. correspondence to and from the Cape of Good Hope) ...	34,563 12 0	26,000 0 0†	
Deduct for returned letters ...	1,282 0 0		
	33,281 12 0		
Deduct for British Inland Rate	4,160 0 0		
Total	29,121 12 0*	Total	26,000 0 0

* The whole postage belonging to Great Britain on the correspondence passing between Australia and the Continent of Europe, *via* England, is included in the above amount; no portion of such postage being included in the sums given as the postage on the correspondence conveyed by the French, Belgian, Hamburg, or Holland packets.

† Less 50l. for each voyage, when no Admiralty agent.

	£ s. d.	£ s. d.	£ s. d.	£ s. d.
CAPE OF GOOD HOPE:			England, Cape of Good Hope, and Calcutta	
Cape	14,567 14 0		50,000 0 0*	
Natal	463 3 0		Cape of Good Hope and Port Natal	
Mauritius	1,254 10 0		3,000 0 0	
Calcutta	32 8 0			
Ceylon	16 4 0			
Cape de Verd	261 15 0			
St. Helena	146 9 0			
Ascension	120 16 0			
Add for local postage...	110 14 0			
	16,973 13 0			
Deduct for returned letters ...	630 0 0			
	16,343 13 0			
Deduct for British Inland Rate	2,043 0 0			
Total	14,300 13 0	Total	53,000 0 0	

* To be reduced in June 1853, to 45,000l., and in June 1854, and the following years, to 40,000l. per annum. A sum of 1,400l. per annum is also payable for Admiralty agents.

	£ s. d.	£ s. d.	£ s. d.	£ s. d.
WEST COAST OF AFRICA ...	3,008 2 0		England and Fernando Po, West Coast of Africa	
Deduct for returned letters ...	112 0 0		23,250 0 0*	
	2,896 2 0			
Deduct for British Inland Rate	362 0 0			
Total	2,534 2 0	Total	23,250 0 0	

* Less 500l. every succeeding year during the ten years for which the contract is made.

	£ s. d.	£ s. d.	£ s. d.
FRENCH	77,298 8 0		
Deduct for returned letters ...	2,868 0 0		
	74,430 8 0		
Deduct for British Inland Rate	22,554 0 0		
Total	51,876 8 0	This service is performed, so far as the English Government is concerned, by Her Majesty's vessels.	

NOTE.—Rather more than one-half of the packet service is performed by vessels employed by the French Post Office, which despatches a packet from Calais each Sunday.

Title of the Line of Packet.	Estimated Amount of British Transmarine Postage for the year.	Terms of Contract for Packet Service.	Amount per Annum.
	£ s. d.		£ s. d.
BELGIAN	37,550 9 0	This service is performed, so far as the English Government is concerned, by Her Majesty's vessels.	
Deduct for returned letters ...	1,392 0 0		
	36,158 9 0		
Deduct for British Inland Rate	14,463 0 0		
Total	21,695 9 0		

NOTE.—Rather more than one-half of the packet service is performed by vessels employed by the Belgian Post Office, which despatches a packet from Ostend each Sunday.

	£ s. d.	£ s. d.	£ s. d.	£ s. d.
HAMBURGH	5,907 3 0			
Deduct for returned letters ...	219 0 0			
	5,688 3 0			
Deduct for British Inland Rate	1,422 0 0			
	4,266 3 0			
		London, Hamburg, and Rotterdam 17,000 0 0		
HOLLAND	5,988 12 0			
Deduct for returned letters ...	222 0 0			
	5,766 12 0			
Deduct for British Inland Rate	1,088 0 0			
	4,678 12 0			
Total	8,944 15 0	Total		17,000 0 0

SUMMARY.

	£ s. d.		£ s. d.
NORTH AMERICAN	120,863 9 4	.. ..	168,940 0 0
WEST INDIAN AND BRAZILIAN	85,409 12 6	.. ..	270,000 0 0
PACIFIC	5,000 13 6	.. ..	25,000 0 0
EAST INDIAN	127,896 8 0	.. ..	199,000 0 0
PENINSULAR	11,957 3 0	.. ..	20,500 0 0
AUSTRALIAN	29,121 12 0	.. ..	26,000 0 0
CAPE OF GOOD HOPE	14,300 13 0	.. ..	53,000 0 0
WEST COAST OF AFRICA	2,534 2 0	.. ..	23,250 0 0
FRENCH	51,876 8 0	.. ..
BELGIAN	21,695 9 0	.. ..
HAMBURGH AND HOLLAND	8,944 15 0	.. ..	17,000 0 0
Total	479,600 5 4	Total (exclusive of the cost of the French and Belgian packets; of any future payment for the transit of the Australian mails through Egypt, and of the amount payable to the East India Company)	822,390 0 0

NOTE.—The Government Transmarine Postage 41,020*l.*, estimated on the accounts for the month of December 1852, is included in the above.

APPENDIX (K).

Correspondence between the Admiralty and the Royal Mail Steam Packet Company.

The Secretary to the Admiralty to the Royal Mail Steam Packet Company.

Gentlemen,

Admiralty, July 21, 1853.

WITH reference to your letter of the 16th ultimo, I am commanded by my Lords Commissioners of the Admiralty to acquaint you that if their Lordships are thereby to understand that although admitting the time-tables to be a part of your contract, yet you contend that these tables were inserted only to define what the contracting parties believed to be the probable time with which the service would be performed, and that although a wilful departure from their provisions would be a breach of the contract, yet that departures from them arising from mismanagement or want of speed in the vessels, constituted no such breach, my Lords must remark that such a view is not justified by the facts of the case.

The time-tables are connected with that clause of the Articles of Agreement in which you engage that you will diligently, faithfully, and to the satisfaction of my Lords Commissioners of the Admiralty, and with all possible speed, convey the mails as mentioned in the tables of routes appended; the time-tables are referred to in other clauses, and exceptions are made for unforeseen causes, and according to the rules of legal construction applicable to such documents no grounds exist for doubting that they are part of the contract, and are obligatory upon the contractors. It must also be remembered that the time-tables are the only provision in the contract for securing the increase of speed, which was one of the conditions and objects of the renewal of the contract in 1850. No condition was inserted to compel you to enlarge the size or power of the packets, and if it were held that the time-tables did not enforce a particular rate of speed, it would follow that there is no guarantee in the renewed contract for the increased rate of speed agreed to.

My Lords have been desirous to treat you with as much consideration as their duty would allow, and to give full weight to the plea urged by you, that accidents beyond your control (such as the loss of the "Amazon" and "Demerara") have prevented the completion of the number of your new vessels, and their Lordships have been willing to wait for the launching of the remaining ships before they took serious notice of the irregularities and delays which have occasioned so much disaffection amongst those interested in the regular and rapid conveyance of the correspondence; but as three years have elapsed since the contract was signed, it appears to my Lords that ample time has now been allowed for the complete organization of the service, as prescribed in the time-tables annexed to the contract; and my Lords must henceforth insist upon a punctual execution by you of your engagement.

I am, &c.

(Signed) W. A. H. HAMILTON.

The Secretary to the Admiralty to the Royal Mail Steam Packet Company.

Gentlemen,

Admiralty, June 3, 1853.

I AM commanded by my Lords Commissioners of the Admiralty, to acquaint you that their attention has been called by representations from the mercantile communities of the principal towns in which trade is carried on with the West Indies and South America, to the defective manner in which you have conducted the packet service under your contract, with respect to the time at which the mails are to be delivered at the various ports at which your vessels touch; and my Lords have been informed that your Secretary has stated to the Committee appointed to inquire into the mail packet arrangements, that he does not consider the time-tables appended to the contract to be part of it, nor to be binding on you, as its other provisions are. To this view I am commanded by their Lordships to state, that they cannot assent; they consider that the tables of routes form part of the contract now in force, and that deviations from those tables, either in time or route, not owing to unforeseen causes or under extraordinary circumstances, are breaches of the contract, and that it will be their duty to endeavour to enforce the punctual performance of all portions of the agreement, and to exercise the powers reserved to them by its provisions in cases of deviation from the time-tables, as well as of other breaches of the contract.

I am, &c.
(Signed) R. OSBORNE.

The Chairman of the Royal Mail Steam Packet Company to the Secretary to the Admiralty.

*Royal Mail Steam Packet Company,
55, Moorgate Street, June 16, 1853.*

Sir,

AS Chairman of the Royal Mail Steam Packet Company, I have the honour to acknowledge the receipt of your letter of the 3rd instant, in relation to the statement made by the Company's Secretary before the Committee appointed to inquire into mail packet arrangements.

The Directors of this Company have not had before them the details of their Secretary's statement before the Committee, but they are led to believe from their communications with him, that the proposition, as conveyed by your letter, that he did not consider the time-tables appended to the contract to be part of it, nor to be binding upon the Company, is more broadly stated than he intended.

The Company consider that those tables are so far part of the contract, that they define what all parties believed to be the probable times within which the service was to be performed, and that any wilful departure from them would not be a performance of the stipulation in the contract, that the Company should diligently and faithfully, and with all possible speed, convey the mails on board the vessels as mentioned in the table of routes.

I perhaps cannot better convey to their Lordships the views and feelings of the Directors on this question than by forwarding to you the copy of a letter I had the honour to address to Lord Canning, the Chairman of the Committee, under date the 22nd April last.

I have, &c.
(Signed) A. COLVILE, *Chairman,*

Mr. Colvile to the Postmaster-General.

*Royal Mail Steam-Packet Company, 55 Moorgate Street,
London, April 22, 1853.*

My Lord,

HER Majesty's Government having appointed your Lordship, assisted by a Commission, to investigate the subject of the contract packet-service in general, including of course the Royal Mail Steam-Packet Company, and the Court of Directors having seen it reported that several complaints respecting the performance of the West India Mail Service have been already submitted to your Lordship, without the Directors having seen the same, or having been afforded any opportunity of offering explanations respecting the allegations such documents may have contained; I deem it my duty, as Chairman of the Company, to take this method of placing under consideration of the Commissioners the following observations relative to the origin, progress, and present position of this Company.

When its contract was entered into on the 22nd of May, 1840, little experience had been obtained as to the nature of ocean steam navigation; but meeting the desire of the then Government to embrace in one combination the whole of the British possessions in the West Indies and North America, together with the colonies of France, Spain, Holland and Denmark, Mexico and the Spanish Main, the Directors, at an outlay exceeding a million, provided fourteen steam-ships of the largest and most powerful description then known, which were all surveyed by officers appointed by the Lords Commissioners of the Admiralty, approved by them, and were universally admitted to be the most efficient ocean steam-vessels at that period ever constructed. With these ships the service commenced in January 1842, and during the whole time that has since elapsed, amounting to twelve years and nearly four months, but one instance has occurred in which the packets have not been despatched from this country precisely at the moment prescribed by the Government,—or, in other words, 323 steam-ships out of 324 have been started to time with the outward Mails, not one of which has been compelled to put back into a British port after taking its departure. So effectively, also, has their condition been maintained, that but two or three cases have occurred of defects appearing in either hulls or machinery, and those were discovered and remedied without serious damage; and the boilers, in particular, have worked throughout without a single accident. In short, none of the Company's ships have ever been rejected or disapproved by the Government Surveyors; and, with exception of shipwreck, every vessel that has left England under steam, has made her round of routes under steam, and returned home under steam. The Directors believe that there is no instance on record of superior efficiency and punctuality.

A scheme showing the routes arranged to be pursued by the Company's ships, with their appointed places of meeting for the exchange of mails and passengers, extending over an area of 684,816 miles per annum, was inserted in the original contract as an estimate for the guidance of the Captains in their courses, the Postmasters in the preparation of their mails, and of passengers in arranging for their conveyance to and fro; but, although fixed penalties were provided in the Contract for stopping, lingering, deviating or delaying "except from stress of weather or other unavoidable circumstances," yet want of punctuality arising from such exceptional causes was not then, nor has ever since been, considered a breach of agreement, or liable to any description of mulct.

After a few months' trial, it became apparent that, in the anxiety to embrace too large a field of action, more had been undertaken than could be accomplished by the number of steam-vessels contracted for; and that the plan involved greater expense than could be remunerated by the Government payments, added to the receipts from passengers and freight. The Directors, in consequence, appealed to the Admiralty, who consented to a modification, by which the service was diminished to 392,976 miles per annum; thus affording, by the reduction of mileage, a relief which was conceded to other contractors in the shape of increased grants of money.

Upon this reduced scheme, therefore, with various alterations from time to time, the mails continued to be conveyed without miscarriage (otherwise than by shipwreck) until the year 1846, when, sufficient proof having been afforded that the Company had fulfilled its obligations under the modified system, the

Lords Commissioners of the Admiralty were pleased to grant an amended contract for the remainder of the term according to the arrangement then in operation. Without dwelling on the shipwrecks that occurred, and the consequent amount of capital sacrificed, I only feel it necessary to remark in passing, that those unexpected and perhaps unprecedented casualties prevented any payment of dividend to the proprietors until more than three years after the service commenced; nor have their losses in this respect been retrieved by the Company's subsequent receipts.

On the 14th of April, 1849, the Directors applied for a renewal of the Company's contract, and they also offered a tender for the conveyance of mails to Brazil, which was accepted; but considerable delay in the arrangement was created by the appointment, on the 26th of the same month, of a Select Committee of the House of Commons to inquire into the contract packet service, and all matters respecting the conveyance of the mails were necessarily suspended until such Committee had presented its Report.

When this took place, on the 27th of July, 1849, no fault was found with the performance of the Royal Mail Steam-Packet Company's undertaking; but as the Select Committee recommended that course, Her Majesty's Government, on the 27th of November, 1849, instituted a full inquiry into the Company's accounts; and it was finally decided to combine in one agreement all the arrangements for the conveyance of the West India, Mexican, Spanish Main, Brazil, and River Plate mails; such new and comprehensive contract to be for an extended term of years; affording, as the Directors conceive, the surest testimony of the good faith with which the Company was considered to have acted, in the opinion of a Select Committee of the House of Commons and of many successive Administrations of the Government; as a new and greatly-extended contract would hardly have been conceded to the Company, had it been held to have violated its original engagement, by not keeping exact time of arrival at the various ports on the other side of the Atlantic.

Although the Directors, anxious to commence the construction of a new and superior class of steam-ships, had applied to the Government for its decision as to such continuance of the contract, so early as the 14th April, 1849, yet owing to the delay occasioned by the Select Committee, and the subsequent investigation instituted by the Government, the contract was not fully arranged and completed before the 5th of July, 1850. In the same month the Company entered into agreement with ship-builders and steam-engine makers in England and Scotland for the construction of five new vessels of the most approved class, to be propelled by power double what was agreed for in the Company's contract with the Government; and, including these five ships (without any stipulation being made to that effect), the Directors have purchased, built, and are building the following ships:

No.	Names.	Tonnage.	Horse Power.	
1	La Plata	2,404	1,000	Purchased and Built.
2	Magdalena	2,943	800	
3	Orinoco	2,901	800	
4	Parana	2,943	800	
5	Amazon	2,900	800	
6	Demerara	2,900	800	
7	Atrato	2,720	800	Building.
8	Tyne	1,850	400	
9	Tamar	1,850	400	
10	Solent	1,781	400	
11	Wye	750	180	
	Total	25,942	7,180	

The farther outlay occasioned by the construction of this new fleet will exceed a million; and yet the Directors are informed that, in one of the complaints transmitted to your Lordship, it is asserted, not only that the Company has broken its contract by the ships not arriving at the estimated times, but that it has taken no steps to improve its means for a more satisfactory performance of the packet-service.

Recurring to the subject of the time-tables, or estimates of arrivals and departures abroad, the Directors feel it necessary to remark that, if a want of exact punctuality were now to be held as a breach of agreement, it is the first time in twelve years that such a construction has been advanced; and yet through the whole of that period every contract Company in the kingdom has unavoidably varied in the length of its voyage according to the occurrence of storms, fractured machinery, or other disasters. In proof also that the performance of the Royal Mail Steam-Packet Company will bear comparison with any other transatlantic steam communication, I may observe that the difference between the longest and shortest voyages to and from Southampton and St. Thomas, is less in the last year than that between Liverpool and New York; so that the Royal Mail Steam-Packet Company is not singular in failing to keep its times of arrival with exactitude, in opposition to all vicissitudes of the weather.

There is, moreover, another argument applicable to the point of time being a part of the contract, and this is, that it is nowhere so expressed in the deed itself; that the time-tables have been repeatedly changed at the request of the Company, or otherwise, to adapt them closer to the actual working of the ships; and, above all, to the strict fact, that in the Tables of Routes, appended as a schedule to the existing contract, an express provision was made, under sanction of the Lords Commissioners of the Admiralty, to cover cases of anticipated irregularity, as shown in the sixth paragraph of the remarks on Table No. 1, where it is stated, that

“In the event of either of the steamers on Routes 2, 3, and 4, not reaching St. Thomas within the estimated time, the homeward No. 1 steamer is to await the arrival of the missing vessel seven clear days, if necessary, after the appointed hour for her departure on the homeward voyage.”

The time-tables of the West India packet-service were framed by the Company itself, and approved by the Lords Commissioners of the Admiralty on the 21st of February, 1852. Your Lordship will perceive that a higher rate of speed than in the previous plan, as relates to the voyages outwards and homeward, was there estimated, in the expectation that the more powerful ships in preparation would enable such accelerated speed to be obtained; but from the accidental destruction of two of those ships, and the delays of ship-builders and engine-makers, the new vessels have not yet been all brought into use, though it is fully expected that, in a few months, this will be accomplished; and the exclusive employment of larger and faster ships will then ensure a closer approximation to the times specified in the tables. In the intercolonial routes also greater certainty will assuredly be attained by the substitution of the superior vessels now in course of construction for that portion of the service.

In proof, however, that irregularities in the West India line arise principally from the unavoidable complexity of the service, I must request your Lordship to contrast that portion of the communication, with the comparative punctuality which has attended the working of the Brazil line since its establishment, where there is no such combination, and where the mails have been conveyed by the same class of ships. That this may be seen at once, I subjoin tables showing the arrivals outward at Rio Janeiro, and homeward at Southampton, for the years 1851 and 1852.

ARRIVALS at Rio de Janeiro, 1851.

Date of leaving Southampton.	Ship.	Arrival at Rio de Janeiro.			
		Due by Plan.	Arrived.	Over Time.	Be ore.
1851				D. H.	D. H.
January 9,	Teviot ..	February 7, 1 p.m.	February 7, 3 p.m.	0 2	..
February 10,	Tay ..	March 11, 1 p.m.	March 11, 8 a.m.	..	0 5
March 10,	Medway ..	April 8, 1 p.m.	April 6, 6 p.m.	..	1 19
April 9,	Teviot ..	May 8, 1 p.m.	May 9, 11 a.m.	0 22	..
May 9,	Tay ..	June 7, 1 p.m.	June 8, 1 a.m.	0 12	..
June 9,	Severn ..	July 8, 11 p.m.	July 8, 11 p.m.	..	..
July 9,	Teviot ..	August 7, 11 p.m.	August 7, 8 a.m.	..	0 15
August 9,	Tay ..	September 7, 11 p.m.	September 8, 1 p.m.	0 14	..
September 9,	Severn ..	October 8, 11 p.m.	October 7, 2 p.m.	..	1 9
October 9,	Teviot ..	November 7, 11 p.m.	November 6, 5 p.m.	..	1 6
November 10,	Tay ..	December 9, 11 p.m.	December 9, 7 a.m.	..	0 16
December 9,	Severn ..	January 7, 11 p.m.	January 4, 6 p.m.	..	3 5

ARRIVALS at Rio de Janeiro, 1852.

Date of leaving Southampton.	Ship.	Arrival at Rio de Janeiro.			
		Due by Plan.	Arrived.	Over Time.	Before.
1852				D. H.	D. H.
January 9,	Teviot ..	February 7, 11 p.m.	February 10, 7 a.m.	2 8	..
February 9,	Tay ..	March 9, 11 p.m.	March 10, 8 a.m.	0 9	..
March 9,	Severn ..	April 7, 11 p.m.	April 6, 6 a.m.	..	1 17
April 9,	Teviot ..	May 8, 11 p.m.	May 9, noon	0 13	..
May 10,	Tay ..	June 8, 11 p.m.	June 11, 9 a.m.	2 10	..
June 9,	Severn ..	July 8, 11 p.m.	July 9, 7 a.m.	0 8	..
July 9,	Teviot ..	August 7, 11 p.m.	August 6, 4 p.m.	..	1 7
August 9,	Tay ..	September 7, 11 p.m.	Septamber 9, 7 a.m.	1 8	..
September 9,	Severn ..	October 8, 11 p.m.	October 9, 7 a.m.	0 8	..
October 9,	Teviot ..	November 7, 11 p.m.	November 7, 2 p.m.	..	0 9
November 9,	Tay ..	December 8, 11 p.m.	December 11, 6 a.m.	2 7	..
December 9,	Severn ..	January 7, 11 p.m.	January 8, 5 p.m.	0 18	..

ARRIVALS at Southampton from Rio de Janeiro.

1851.										1852.									
Ship.			Arrival.						Ship.		Arrival.								
			Plan.	Actual.	Over.	Before.	Plan.	Actual.			Over.	Before.							
Teviot ..	..	..	March 13, 10 a.m.	March 14, 9 a.m.	D. H. 0 23	D. H. ..	Tay ..	..	..	January 16, 4 p.m.	January 15, noon	D. H. ..	D. H. 1 4		
Tay ..	..	..	April 14, 10 a.m.	April 14, midnight	0 14	..	Severn ..	..	..	February 14, 4 p.m.	February 15, 11 a.m.	0 19	..		
Medway ..	..	..	May 12, 10 a.m.	May 14, 8 p.m.	2 10	..	Teviot ..	..	..	March 16, 4 p.m.	March 13, 1 p.m.	..	3 3		
Teviot ..	..	..	June 11, 10 a.m.	June 8, 9 a.m.	..	3 1	Tay ..	..	..	April 16, 4 p.m.	April 15, 5 p.m.	..	0 23		
Tay ..	..	..	July 11, 10 a.m.	July 11, 11 a.m.	0 1	..	Severn ..	..	..	May 15, 4 p.m.	May 14, 10 a.m.	..	1 6		
Severn ..	..	..	August 11, 10 a.m.	August 12, 9 a.m.	0 23	..	Teviot ..	..	..	June 15, 4 p.m.	June 14, 11 a.m.	..	1 5		
Teviot ..	..	..	September 14, 4 p.m.	September 10, 7 a.m.	..	4 9	Tay ..	..	..	July 16, 4 p.m.	July 15, 9 p.m.	..	0 19		
Tay ..	..	..	October 15, 4 p.m.	October 14, 10 a.m.	..	1 6	Severn ..	..	..	August 15, 4 p.m.	August 12, 11 a.m.	..	3 5		
Severn ..	..	..	November 15, 4 p.m.	November 13, noon	..	2 4	Teviot ..	..	..	September 14, 4 p.m.	September 11, noon.	..	3 4		
Teviot ..	..	..	December 15, 4 p.m.	December 11, 7 a.m.	..	4 9	Tay ..	..	..	October 15, 4 p.m.	October 15, 1 p.m.	..	0 3		
							Severn ..	..	..	November 15, 4 p.m.	November 13, 2 p.m.	..	2 2				
							Teviot ..	..	..	December 15, 4 p.m.	December 13, noon.	..	2 4				

By these Tables it will be clearly seen that in May 1851, the "Teviot" arrived out at Rio de Janeiro 22 hours behind time; and in November of the same year 1 day 6 hours before time; showing a difference of 2 days 4 hours made by the same ship on the same description of voyage; and reviewing the whole of the Tables out and home, they give the following results:—

IN 24 OUTWARD VOYAGES.

Behind time	...	...	...	13 Voyages.
Before time	...	...	...	10 "
To exact time	...	...	...	1 "

IN 22 HOMEWARD VOYAGES.

Behind time	...	...	...	6 Voyages.
Before time	...	...	...	16 "

TOTAL OUT AND HOME.

Behind time	...	...	...	19 Voyages.
Before time	...	...	...	26 "
To exact time	...	...	...	1 "
				<hr/>
Total	...	...	...	46 "

Showing that the estimate of time could scarcely have been more accurately struck: and yet out of 46 voyages, there is but one instance of the time being exactly kept; proving the impossibility of accomplishing precise punctuality, even in the best regulated steam voyages, performed with the most efficiently appointed ships.

Respecting the continual reference made, both in Parliament and out, to what is thought a high rate of payment for the performance of the Company's service, I must observe that when it was renewed in 1850, the addition of 153,864 miles of steam communication to the 393,432 miles previously contracted for, with the addition of only 30,000*l.* to the compensation granted by the Government, reduced the rate of pay from 12*s.* 2*d.* to 9*s.* 10*d.* per mile; whilst the allowance to the Liverpool and New York line is 11*s.* 2½*d.* per mile, and, according to a paper laid before Congress, the American Government allows to its line of steamers between New York and Liverpool a subsidy of 23*s.* 9*d.* per mile; so, that of all the transatlantic communications, that of the Royal Mail Steam Packet Company is the least remunerated.

Having thus shown that the Company has always maintained the number and description of ships required: that none of them have ever been objected to by the Government surveyors; that they have been sent out from England with unprecedented regularity; that (with exception of shipwreck) they have all performed their appointed routes, and returned home under steam; that no serious accident has ever occurred to their steam engines, and none whatever to their boilers; that, with the exception already noticed, no mail has ever miscarried; that want of perfect exactness in the times of arrival and departure abroad is inevitable, and constitutes no breach of contract; that such must have been the impression upon the Select Committee of the House of Commons and of the Government is evinced by the absence of any remark to the contrary, and by the Company having been granted a continuance and enlargement of its contract without reference being made to any supposed violation of the agreement; that the Company were only prevented from building more powerful ships earlier by being kept in uncertainty as to the renewal of its contract; that immediately the decision upon this question was known, the keels of a new fleet were laid down; that the amount of steam power now working or constructing, doubles what is stipulated in the contract; that the Brazil portion of the contract has worked with great punctuality, thereby proving that the irregular arrivals and departures in the West Indies arise chiefly from the complexity of the service, and that there is a clause in the remarks upon Route Table No. 1,

inserted expressly to cover all such unavoidable irregularities ; that the Company has never incurred but one penalty, which was strictly exacted ; and, finally, that the annual payment granted by the Government is less than what is allowed to any other transatlantic steam communication ; I feel reliance that your Lordship and Her Majesty's Government will continue to the Company that confidence and support which it has hitherto enjoyed.

I have, &c.

(Signed) A. COLVILE, *Chairman.*

CONTRACT PACKETS.

Report of the Committee on Contract Packets.
With Appendices.

*Presented to both Houses of Parliament by Com-
mand of Her Majesty. 1853.*

LONDON :

PRINTED BY HARRISON AND SON.

POST OFFICE.

RETURN to an Order of the Honourable the House of Commons,
dated 2 May 1853;—for,

RETURN “of the Amount of POSTAGE MONEY actually Received by the Post Office for MAILS conveyed by Steamers and other Vessels under Contract with Her Majesty’s Government; specifying the particular Lines of such Contract Steamers and Vessels, and the Countries to and from which the Mails are conveyed.”

Ordered, by The House of Commons, to be Printed, 4 August 1853.

May 1853.

ESTIMATE of the Present Annual Amount of POSTAGE accruing to *Great Britain* on the FOREIGN and COLONIAL CORRESPONDENCE conveyed by the several Lines of PACKETS; together with a Statement of the COST of the PACKET SERVICE under the several Contracts, as shown by the Abstract published by the Admiralty for the Month of April 1853.

Note.—This Estimate has been founded on an account taken for the month of December 1852, except as regards the Brazilian and East Indian Lines, the accounts for which were taken in February 1852, and the mail inward from Australia, which was taken in the month of March 1853.

The deduction for “Returned Letters” is, in each case, the estimated amount of postage lost by the non-delivery, from various causes, of part of the unpaid correspondence.

The deduction for “British Inland Rate” is, in each case, estimated at 1 $\frac{1}{2}$ d. per single rated letter. This sum, which is the mean of the prepaid and unpaid rates on inland letters, is, in respect of the correspondence with the United States, fixed by Treaty.

The deduction for “Colonial Inland Rate,” or for “Foreign Inland Rate,” when made, is also estimated at 1 $\frac{1}{2}$ d. per single rated letter, and is necessary to meet expenses incurred by the British Post Office at certain Foreign and Colonial stations in the receipt and dispatch of the correspondence. On the average this deduction about equals the expense incurred.

TITLE OF THE LINE OF PACKET.	Estimated Amount of British Transmarine Postage for the Year.	TERMS OF CONTRACT for PACKET SERVICE.	Amount per Annum.
NORTH AMERICAN:			
British North America - - -	£. s. d. 37,924 19 -	Liverpool, Halifax, and Boston -	£. s. d. 145,000 - -
United States - - -	92,915 10 -	Liverpool and New York - -	28,240 - -
California, &c. - - -	2,386 16 -	Halifax, Bermuda, and New York -	10,600 - -
* Add postage on continental letters by British packet - - -	9,818 5 4	Halifax and Newfoundland - -	
Add postage on local letters and for closed mails to and from France and Prussia - - -	17,028 18 -	Bermuda and St. Thomas - -	4,100 - -
	160,069 8 4		
Deduct amount repayable to United States, and for transit, &c., postage	10,866 19 -		
	149,202 9 4		
Deduct for returned letters - -	5,535 - -		
	143,667 9 4		
Deduct for British Inland Rate -	22,804 - -		
TOTAL - - - £.	120,863 9 4	TOTAL - - - £.	188,040 - -

* The amount given as postage for continental letters shows the total postage belonging to Great Britain on the correspondence passing between North America and the Continent of Europe, *via* England; no portion of the amount being included in the sums given as the postage on the correspondence conveyed by the French, Belgian, Holland, or Hamburg packets.

TITLE OF THE LINE OF PACKET.	Estimated Amount of British Transmarine Postage for the Year.	TERMS OF CONTRACT for PACKET SERVICE.	Amount per Annum.
	£. s. d.	£. s. d.	£. s. d.
WEST INDIAN - - - - -	67,250 2 -	England, West Indies, Gulf of Mexico, and Brazils - - - - -	270,000 - -
Deduct for returned letters - -	2,495 - -		
	64,755 2 -		
Deduct for British Inland Rate - - - - -	8,094 - -		
Deduct for Colonial Inland Rate - - - - -	8,094 - -		
	48,567 2 -		
Add for the conveyance of the Brazilian Mails between the United Kingdom and Chagres (see Pacific Line of Packets) - - - - -	5,000 18 6		
	*53,567 15 6		
† BRAZILIAN - - - - -	44,091 17 -		
Deduct for returned letters - -	1,636 - -		
	42,455 17 -		
Deduct for British Inland Rate - - - - -	5,307 - -		
Deduct for Foreign Inland Rate - - - - -	5,307 - -		
	*31,841 17 -		
TOTAL - - - - -	£. 85,409 12 6	TOTAL - - - - -	£. 270,000 - -
PACIFIC - - - - -	13,423 13 -	Pacific - - - - -	25,000 - -
Add for conveyance of French closed mails - - - - -	1,106 16 -		
Total conveyed by West Indian packets to Chagres - - - - -	14,530 9 -		
Add postage on local letters - -	1,463 2 -		
	15,993 11 -		
Deduct amount due to New Grenada and the United States - - - - -	4,124 2 -		
	11,869 7 -		
Deduct for returned letters - -	440 - -		
	11,429 7 -		
Deduct for British Inland Rate - - - - -	714 - -		
Deduct for Foreign Inland Rate - - - - -	714 - -		
	10,001 7 -		
Deduct for the conveyance between the United Kingdom and Chagres by the West Indian Packets, say one-half (see West Indian Line of Packets) - - - - -	5,000 18 6		
TOTAL - - - - -	£. 5,000 18 6	TOTAL - - - - -	£. 25,000 - -

* The whole postage belonging to Great Britain on the correspondence passing between the West Indies or the Brazils and the Continent of Europe, and England, is included in the above amounts; no portion of such postage being included in the sums given as the postage on the correspondence conveyed by the French, Belgian, Holland, or Hamburgh packets.

† Since the date of the account on which this estimate rests (February 1852) the rates of postage to Brazil and Buenos Ayres have been reduced from 2s. 9d. and 2s. 7d., respectively, to 1s.

TITLE OF THE LINE OF PACKET.	Estimated Amount of British Transmarine Postage for the Year.	TERMS OF CONTRACT for PACKET SERVICE.	Amount per Annum.
£. s. d.	£. s. d.	£. s. d.	£. s. d.
EAST INDIAN:		East India and Alexandria, Suez, Calcutta and Hong Kong, Marseilles and Malta, Singapore and Sydney, New South Wales, East Indies and China	
<i>Viâ Southampton.</i>			
Gibraltar - - - - - 420 16 -		- 199,600 - - *	
Mediterranean - - - - - 10,340 - -			
India - - - - - 57,786 14 -			
China - - - - - 4,968 11 -			
Add for Java closed mails, and for Red Sea postage - - - 17,179 17 -			
Add for Australia, <i>viâ</i> Singapore - 27,029 12 -			
	117,725 10 -		
Deduct East India postage, written off by order of Treasury - - - 18,982 - -			
	98,74 10 -		
Deduct for returned letters - - - 3,663 - -			
	95,080 10 -		
Deduct for British Inland Rate - - - - - 11,885	} 13,850 - -		
Deduct for Colonial Inland Rate - - - - - 1,965			
TOTAL, <i>viâ</i> Southampton - - - £.	81,230 10 -		
<i>Viâ Marseilles.</i>			
Mediterranean - - - - - 7,136 13 -			
India - - - - - 50,350 19 -			
China - - - - - 6,405 1 -			
Add for Java and French closed mails, &c. - - - - - 6,848 - -			
	70,740 13 -		
Deduct amount due to France for transit of Indian mails - - - 16,206 15 -			
	54,533 18 -		
Deduct for returned letters - - - 2,023 - -			
	52,510 18 -		
Deduct for British Inland Rate - - - - - 4,647	} 5,845 - -		
Deduct for Foreign Inland Rate - - - - - 1,196			
TOTAL, <i>viâ</i> Marseilles - - - £.	46,665 18 -		
TOTAL - - - £.	127,896 8 -	TOTAL - - - £.	199,600 - -
PENINSULAR - - - - - 14,192 3 -		England, Vigo, Oporto, Lisbon, Cadiz, and Gibraltar - - - 20,500 - - ‡	
Deduct for returned letters - - - 527 - -			
	13,665 3 -		
Deduct for British Inland Rate - - - - - 854	} 1,708 - -		
Deduct for Foreign Inland Rate - - - - - 854			
TOTAL - - - £.	11,957 3 -†	TOTAL - - - £.	20,500 - -

* To be reduced to 179,600 l. six months after the opening of the railway between Alexandria and Suez.

† The whole postage belonging to Great Britain on the correspondence passing between Spain and Portugal, and the Continent of Europe, *viâ* England, is included in the above amount; no portion of such postage being included in the sums given as the postage on the correspondence conveyed by the French, Belgian, Hamburg, or Holland packets.

‡ Less 2,500 l., if port-dues be remitted.

AMOUNT OF POSTAGE MONEY RECEIVED BY THE POST OFFICE

TITLE OF THE LINE OF PACKET.	Estimated Amount of British Transmarine Postage for the Year.	TERMS OF CONTRACT for PACKET SERVICE.	Amount per Annum.
£. s. d.	£. s. d.	£. s. d.	£. s. d.
AUSTRALIAN :		England and Sydney, New South Wales	26,000 - - †
(Including 3,767 l. 8s., correspondence to and from the Cape of Good Hope) - - - -	34,563 12 -		
Deduct for returned letters - -	1,382 - -		
	<u>33,281 12 -</u>		
Deduct, for British Inland Rate -	4,160 - -		
<u>TOTAL - - - £.</u>	29,121 12 - *	<u>TOTAL - - - £.</u>	26,000 - -
CAPE OF GOOD HOPE :		England, Cape of Good Hope, and Calcutta - - - -	50,000 - - ‡
Cape - - - -	14,567 14 -	Cape of Good Hope and Port Natal -	3,000 - -
Natal - - - -	463 8 -		
Mauritius - - - -	1,254 10 -		
Calcutta - - - -	32 8 -		
Ceylon - - - -	16 4 -		
Cape de Verd - - - -	261 15 -		
St. Helena - - - -	146 9 -		
Ascension - - - -	120 16 -		
Add, for local postage - - -	110 14 -		
	<u>16,973 13 -</u>		
Deduct, for returned letters - -	630 - -		
	<u>16,343 13 -</u>		
Deduct, for British Inland Rate -	2,043 - -		
<u>TOTAL - - - £.</u>	14,300 13 -	<u>TOTAL - - - £.</u>	53,000 - -
WEST COAST OF AFRICA - -	3,098 2 -	England and Fernando Po, West Coast of Africa - - - -	23,250 - - §
Deduct, for returned letters - -	112 - -		
	<u>2,896 2 -</u>		
Deduct, for British Inland Rate -	302 - -		
<u>TOTAL - - - £.</u>	2,534 2 -	<u>TOTAL - - - £.</u>	23,250 - -
FRENCH || - - - -	77,298 8 -	This service is performed, so far as the English Government is concerned, by Her Majesty's vessels.	
Deduct, for returned letters - -	2,868 - -		
	<u>74,430 8 -</u>		
Deduct, for British Inland Rate -	22,554 - -		
<u>TOTAL - - - £.</u>	51,876 8 -		

* The whole postage belonging to Great Britain on the correspondence passing between Australia and the Continent of Europe, *via* England, is included in the above amount; no portion of such postage being included in the sums given as the postage on the correspondence conveyed by the French, Belgian, Hamburg, or Holland packets.

† Less 50l. for each voyage, when no Admiralty agent.

‡ To be reduced in June 1853, to 45,000 l., and in June 1854, and the following years, to 40,000 l. per annum. A sum of 1,400 l. per annum is also payable for Admiralty agents.

§ Less 500l. every succeeding year during the 10 years for which the contract is made.

|| Rather more than one-half of the packet service is performed by vessels employed by the French Post-office, which despatches a packet from Calais each Sunday.

TITLE OF THE LINE OF PACKET.	Estimated Amount of British Transmarine Postage for the Year.	TERMS OF CONTRACT for PACKET SERVICE.	Amount per Annum.
	£. s. d.		£. s. d.
BELGIAN* - - - - -	37,550 9 -	This service is performed, so far as the English Government is concerned, by Her Majesty's vessels.	
Deduct for returned letters - -	1,392 - -		
	36,158 9 -		
Deduct for British Inland Rate -	14,463 - -		
TOTAL - - - £.	21,695 9 -		
	£. s. d.		
HAMBURGH - - - - -	5,907 3 -	London, Hamburgh, and Rotterdam	
Deduct for returned letters - -	219 - -		
	5,688 3 -		
Deduct for British Inland Rate -	1,422 - -		
	4,266 3 -		
HOLLAND - - - - -	5,988 12 -		
Deduct for returned letters - -	222 - -		
	5,766 12 -		
Deduct for British Inland Rate -	1,088 - -		
	4,678 12 -		
TOTAL - - - £.	8,944 15 -		
		TOTAL - - - £.	17,000 - -

* Rather more than one-half of the packet service is performed by vessels employed by the Belgian Post-office, which despatches a packet from Ostend each Sunday.

SUMMARY.

	£. s. d.		£. s. d.
NORTH AMERICAN - - - - -	120,863 9 4	- - - - -	188,040 - -
WEST INDIAN AND BRAZILIAN - - -	85,409 12 6	- - - - -	270,000 - -
PACIFIC - - - - -	5,000 13 6	- - - - -	25,000 - -
EAST INDIAN - - - - -	127,896 8 -	- - - - -	199,600 - -
PENINSULAR - - - - -	11,957 3 -	- - - - -	20,500 - -
AUSTRALIAN - - - - -	29,121 12 -	- - - - -	26,000 - -
CAPE OF GOOD HOPE - - - - -	14,300 13 -	- - - - -	53,000 - -
WEST COAST OF AFRICA - - - - -	2,534 2 -	- - - - -	23,250 - -
FRENCH - - - - -	51,876 8 -	- - - - -	-
BELGIAN - - - - -	21,695 9 -	- - - - -	-
HAMBURGH AND HOLLAND - - - - -	8,944 15 -	- - - - -	17,000 - -
TOTAL - - - £.	479,600 5 4	TOTAL (exclusive of the Cost of the French and Belgian Packets; of any future Payment for the Transit of the Australian Mails through Egypt, and of the Amount payable to the East India Company) - - - - -	£. 822,890 - -

Note.—The Government Transmarine Postage, 41,020*l.*, estimated on the accounts for the month of December 1852, is included in the above.

POST OFFICE.

**RETURN of the Amount of POSTAGE MONEY
actually Received by the Post Office for Mails
conveyed by Steamers and other Vessels under
Contract with Her Majesty's Government.**

(Mr. Tollemache.)

**Ordered, by The House of Commons, to be Printed,
4 August 1853.**

870.

Under 1 oz.

LETTER-CARRIERS.

RETURN to an Order of the Honourable The House of Commons,
dated 16 December 1852;—for,

A RETURN “of the Number and Place of Date of all MEMORIALS addressed to the POSTMASTER-GENERAL against the New Regulation prohibiting the Solicitation of CHRISTMAS GIFTS or other GRATUITIES by LETTER-CARRIERS; with Copies of such Memorials, omitting those which, in their Claims or Language, are a mere repetition of each other.”

General Post-Office, }
18 February 1853. }

W. M A B E R L Y,
Secretary.

RETURN showing the Number and Place of Date of all MEMORIALS addressed to the POSTMASTER-GENERAL against the New Regulation prohibiting the Solicitation of CHRISTMAS GIFTS or other GRATUITIES by LETTER-CARRIERS; with Copies of such Memorials, omitting those which, in their Claims or Language, are a mere repetition of each other.

NUMBER OF MEMORIALS - - - - - 369.

PLACE OF DATE.

A.
Aberayron.
Aberdeen.
Aberystwith.
Abingdon.
Accrington.
Alnwick.
Alresford.
Alton.
Antrim.
Arbroath.
Ardee.
Ardersier.
Arklow.
Ashburton.
Ashby-de-la-Zouch.
Ashton-under-Lyne.
Atherstone.
Axminster.
Ayr.

B.
Ballina.
Ballybay.
Ballymena.
Bath.*
Battle.
158.

Banbury.
Bandon.
Barnsley, Yorkshire.
Barnstaple.
Basingstoke.
Beaulieu, N.B.
Beccles.
Bedale.
Bedford.
Belper.
Bicester.
Bideford.
Biggleswade.
Billericay.
Birkenhead.
Birmingham.
Bishop Stortford.
Blackburn.
Blairgowrie.
Blandford.
Bolton-le-Moors.
Boston.
Boyle.
Bradford, Yorkshire.
Bradford, Wilts.
Braintree.
Brecknock.

A

Bridgend.
Bridgnorth.
Bridgwater.
Bridgport.
Bromsgrove.
Buckingham.
Bungay.
Burnley.
Burton-on-Trent.
Bury, Lancashire.
Bury St. Edmunds.
Buxton.

C.
Caistor.
Cambridge.
Camolin.
Canterbury.
Cardiff.
Cardigan.
Carlow.
Carnoustie.
Carrickfergus.
Carrick-on-Shannon.
Cashel.
Castle Bellingham.
Catterick.

Caxton.

Caxton.
 Charmouth.
 Chatham.
 Chelmsford.
 Cheltenham.*
 Chepstow.
 Chertsey.
 Chester.
 Chesterfield.
 Chichester.
 Chippenham.
 Church.
 Clones.
 Clonmel.
 Colchester.
 Coleford.
 Comber.
 Congleton.
 Coupar Angus.
 Cowes, I. W.
 Coventry.
 Cranbrook.
 Crawley.
 Crewe.
 Crickhowell.

D.

Dalkeith.
 Dartford.
 Deal.
 Derby.
 Devizes.
 Dewsbury.
 Diss.
 Doncaster.
 Dorchester.
 Douglas.
 Dover.
 Drem.
 Drogheda.
 Dromore.
 Drum.
 Drumsna.
 Dundee.
 Dunkeld.
 Dunvon.

E.

Elgin.
 Ellesmere.
 Epsom.
 Ennis.
 Enniskillen.
 Eyrecourt.
 Evesham.
 Exmouth.
 Eye.

F.

Fairford.
 Fareham.
 Farnham.
 Feversham.

Flint.
 Folkestone.
 Folkingham.
 Fowes.
 Frome.

G.

Gainsborough.
 Galashiels.
 Galway.
 Gatehouse.
 Gateshead.
 Glasgow.*
 Godmanchester.
 Gosport.
 Grantham.
 Gravesend.
 Greenock.
 Great Grimsby.
 Great Malvern.
 Guilford.

H.

Halifax.
 Harleston.
 Hastings.
 Haverfordwest.
 Hay.
 Henlow.
 Hereford.
 Hertford.
 Hillsborough.
 Holyhead.
 Holywell.
 Horncastle.
 Houghton.
 Hounslow.
 Huddersfield.
 Huntingdon.
 Hurst Green.
 Hythe.

I.

Ilfracombe.
 Ilminster.
 Inverkeithing.
 Ipswich.

K.

Kells.
 Kendal.
 Kettering.
 Kidderminster.
 Kilcock.
 Kilkenny.
 Killican.
 Kilmarnock.
 Kilrush.
 Kingston.
 Kingston-upon-Hull.
 Kirkcudbright.

L.

Lancaster.
 Larne.
 Launceston.
 Leamington.
 Leeds.*
 Leek.
 Leicester.
 Leighlin-bridge.
 Leighton Buzzard.
 Leominster.
 Lewes.
 Lincoln.
 Liphook.
 Liskeard.
 Liverpool.*
 Lochalsh.
 Lochmaddy.
 Long Stratton.
 Loughborough.
 Louth.
 Ludlow, Salop.
 Lutterworth.
 Lydney.
 Lyme.
 Lynn.

M.

Macclesfield.
 Maidenhead.
 Maidstone.
 Maldon.
 Manorbear.
 Mansfield.
 Margate.
 Maryport.
 Mauchline.
 Melton Mowbray.
 Middlesboro'.
 Middleton.
 Monaghan.
 Monmouth.
 Mountmelick.
 Mountreath (Queen's
 County).
 Musselburgh.

N.

Neath.
 Newark.
 Newbury.
 Newcastle-on-Tyne.
 Newmarket.
 Newport Pagnell.
 Newry.
 Newton Abbott.
 Newtown Limavady.
 Northampton.
 Northleach.
 North Shields.
 Northwich.
 Norwich.*
 Nottingham.

O.	Oldham.	Ruthin.	Todmorden.
	Okehampton.	Ryde, I. W.	Tomintoul.
	Ongar.	S.	Topsham.
	Oswestry.		Tormoham.
	Oundle.		Totness.
	Oxford.		Tring.
P.		Saffron Walden.	Trowbridge.
		Saint Alban's.	U.
		Saint Andrew's.	
		Saint Leonard's-on-Sea.	Uxbridge.
		Salisbury.	
		Sandwich.	W.
		Saxmundham.	
	Parsonstown.	Scarborough.	Wakefield.
	Pembroke.	Sheffield.	Wallingford.
	Penrhyn.	Sherbourne.	Walsall.
	Penzance.	Shiffnall.	Wantage.
	Pershore.	Shoreham.	Wareham.
	Perth.	Shrewsbury.	Warrington.
	Petworth.	Sidmouth.	Warwick.
	Plymouth.*	Sittingbourne.	Watford.
	Plympton.	Sleaford.	Wellington, Salop.
	Pontefract.	Slough.	Wellington, Somerset.
	Pontypridd.	Spalding.	Wells.
	Portsmouth.*	Spilsby.	Welwyn, Herts.
	Prescot.	Soham.	Westbury.
R.		Southampton.	Weston-Super-Mare.
		Southport.	Weymouth.
	Ramelton.	Stafford.	Wexford.
	Ramsgate.	Staines.	Whitehaven.
	Rathfriland.	Stamford.	Wigan.
	Rathowen.	Stoney Stratford.	Wigton.
	Reading.	Stourbridge.	Wimbourne.
	Redruth.	Stowmarket.	Winchester.
	Reigate.	Stradone.	Windsburgh.
	Retford.	Stranorlar.	Windsor.
	Richmond, Yorkshire.	Stratford-on-Avon.	Wisbeach.
	Rickmansworth.	Stroud.	Wishowtown.
	Ripley.	Sunderland.	Wokingham.
	Ripon.	Swaffham.	Wolverhampton.
	Ringwood.	Swansea.	Woodbridge.
	Rhayader.	Swindon.	Worcester.
	Rochdale.	Swineford.	Workington.
	Rochester.	T.	Worthing.
	Roscrea.		Wrexham.
	Ross, Hereford.		Y.
	Rotherham.		
	Royston.		
	Rugby.	Taunton.	Yarm.
	Rugeley.	Tewkesbury.	Yeovil.
		Thirsk.	
		Tipton.	

N. B.—The memorials from the places marked thus (*) differ from each other. The remainder are similar in their claims and language to the memorial from Portsmouth, excepting only as respects the loss sustained, the amount of which varies.

4 MEMORIALS FROM LETTER CARRIERS RELATING TO

COPIES of such MEMORIALS, omitting those which, in their Claims or Language, are a mere repetition of each other.

No. 1.—PORTSMOUTH.

TO the Right Honourable the Earl of *Hardwicke*, Her Majesty's
Postmaster-General.

The humble Petition of the Letter-carriers of Portsmouth,

Showeth,

THAT your Lordship's petitioners beg most humbly to address your Lordship with reference to the recent instruction prohibiting the solicitation of Christmas or other gratuities by Letter-carriers, a subject very deeply affecting the welfare of themselves and their families.

That such an instruction would have been gratefully received by your Lordship's petitioners as a long-desired boon, had it been accompanied by an intimation that, for the loss thereby sustained, your Lordship would be pleased to compensate them by an increase of their wages. They have long regarded the solicitation of gratuities from the public as a very objectionable practice, but one in which they have been justified, considering the inadequacy of their pay.

That from the time your Lordship's petitioners entered their situation until the present, their Christmas gratuities have constituted a large portion of their income, averaging about half as much as their stated wages. They humbly hope that your Lordship will consider it unjust to deprive them of so large a part of their income without giving them compensation; especially as it has always been regarded as income derived from their office, and they have frequently been called upon to give an account of it as such to your Lordship, which they have ever faithfully done.

That your Lordship's petitioners beg further to call the attention of your Lordship to the disadvantage they lie under, as compared with public servants in other departments, and also as compared with their brethren of the metropolis, in having no superannuation to look forward to as a provision for old age or infirmity; a point which they most humbly submit to your Lordship should be taken into consideration in determining the amount of their wages, so that the sober and provident man may be enabled to lay by a portion of his income against the future, and thus avoid the evil and degradation of becoming a burthen to his fellow parishioners when age shall have rendered him incapable of further duty.

That the best paid of your Lordship's petitioners receive only 16 s. a week (gratuities excepted), and have no prospect beyond that sum, however good their conduct or long continued their service. That whilst they rejoice at the comparative good fortune of the London letter-carriers, both with respect to their present remuneration and their future prospects, they cannot but feel it as a grievance that themselves are not advanced to a similar position, seeing that the duties of letter-carriers everywhere are alike arduous and responsible, require equal activity and intelligence for their efficient discharge, and that all letter-carriers are subject to the same penalties for any neglect of duty.

That should your Lordship not be pleased at present to grant your petitioners an increase of wages, your Lordship's petitioners humbly hope that then your Lordship will be pleased to exempt them for the present from the operation of the above-named regulation.

And your Lordship's petitioners earnestly, but most humbly, entreat your Lordship to take their case into your favourable consideration, assuring your Lordship that an adverse decision would plunge your petitioners from a position scarcely above want into one of absolute poverty and privation.

And your Lordship's petitioners, as in duty bound, will ever pray.

(signed) *William Scriven,*
And 13 others.

No. 2.—LIVERPOOL.

TO the Right Honourable the Earl of *Hardwicke*, Her Majesty's
Postmaster-General.

The humble Petition of the Letter-carriers of the Liverpool Post-Office,
Lancashire,

Showeth,

THAT your Memorialists having received orders in future not to solicit any Christmas gratuities, under pain of instant dismissal, do humbly desire to lay before your Lordship the peculiar hardship of their position by this prohibition.

That the wages of your Memorialists amount only to 20s. per week, for which, they have to labour seven days, out of which they have to maintain, in most instances, a wife and family; and your Memorialists undertook their situations upon the understanding that they were allowed to solicit and to receive any gratuity the public might be pleased to give them, which has always been considered as a part of their yearly income; and should this privilege be taken from them, their salaries would be considerably less than those of respectable mechanics, and be altogether inadequate in maintaining that position in society your Memorialists are expected to fill.

That the duties of your Memorialists have increased within the last few years to such an extent, that they have not the slightest opportunity of increasing their incomes by any other occupation, having four deliveries daily, which occupies the whole of their time (with the exception of very short intervals) in the sorting and delivery of letters, from a quarter before six in the morning, until eight o'clock at night, and during which time the duties of your Memorialists are not exceeded by those of any Post-office in the United Kingdom.

That your Memorialists are entrusted with the delivery of letters in the most important provincial town in the kingdom, and the responsibility of the correct delivery of each letter rests entirely upon your Memorialists.

That in consequence of the length of time, your Memorialists are required to labour daily, they are entirely excluded from joining any of those institutions which adorn this town, for the improvement of the working classes, which is a privation almost, if not entirely, peculiar to themselves.

That your Memorialists have no superannuation allowed them, as is the case with the letter-carriers in the General Post-office, London, so that your memorialists, when prevented from performing their duties by sickness, or old age, are reduced to an actual state of want and poverty; it being utterly impossible for them to make any provision for their declining years out of the small amount of salary that they now receive.

Your Memorialists, therefore, humbly pray your Lordship to take their case into your serious consideration, and would most respectfully submit the propriety of classification among so large a body of men as is employed in the Liverpool Post-office. Under the present arrangement, a youth of 17 just entering upon the service, receives the same amount of wages as the man of 40 or 50 years of age, who has devoted the best of his years in the service.

Your Memorialists would not presume to dictate to your Lordship, but they

6 MEMORIALS FROM LETTER CARRIERS RELATING TO

most humbly beg to press upon your Lordship's attention, the fact that notwithstanding the duties they have to perform, and the responsibility which attaches to their office, being equal to, and in some instances exceeding those of the letter-carriers in the General Post-office, in London, your Memorialists are in the receipt of only 20*s.* per week, whilst the letter-carriers in London, your memorialists are led to believe, enter the service at 23*s.* per week, rising in a short time to 25*s.*, and ultimately to 30*s.* per week.

Your Memorialists do most humbly submit to your Lordship that they would cheerfully comply with the order doing away with their Christmas perquisites, provided your Lordship would be pleased to order that your Memorialists be paid an equivalent in the shape of a salary, in proportion to the responsibility of their situations, and that they have the scale of superannuation enjoyed by the London letter-carriers also extended to them.

And your Memorialists will ever pray, &c.

Liverpool,
4 September 1852.

(signed) *Richard Pierpoint,*
And 66 others.

No. 3.—LEEDS.

TO the Right Honourable the Earl of *Hardwicke*, Her Majesty's
Postmaster-General.

May it please your Lordship,

WE, the undersigned letter-carriers in the Leeds Post-office, Yorkshire, beg to approach your Lordship with the following humble petition:

We have had communicated to us your Lordship's recent order prohibiting, for the future, the soliciting of Christmas-boxes or gratuities of any kind.

This will make a difference in the wages of the undersigned from 2*s.* to 3*s.* a week, a serious reduction in our limited incomes. By recent additions to the mails here, our hours of labour have been increased by two hours per day, without any addition to our wages.

In full and respectful reliance on your Lordship's well known consideration for even the humblest of Her Majesty's servants, we humbly venture to bring our case under your Lordship's notice, in the hope, that under these circumstances of increased labour and diminished incomes, your Lordship will deem us entitled to some slight addition to our regular weekly wages.

Again humbly soliciting your Lordship's kind consideration to our case,

We are, with the deepest respect, your Lordship's most humble and obedient servants,

(signed) *James Toakley,*
And 19 others.

No. 4.—NORWICH.

TO the Right Honourable the Postmaster-General.

My Lord,

IN obedience to your Lordship's commands, we, whose names are subscribed below (the letter-carriers of Norwich), have severally signed your Lordship's instructions as required, which prohibit in future our soliciting for Christmas-boxes.

Your Lordship's Memorialists beg to submit, that suppressing the custom will inflict on each of us a loss of at least one-sixth of our usual annual incomes and dependence, which deprivation we can only regard as a virtual reduction of wages.

Your

Your Memorialists desire to observe, that their several duties have latterly increased through the extension of buildings in all directions, the growth of population, and the avowed increase of letters, whilst for many years there has been no increase of hands to distribute them, till at length their physical energies are daily exhausted, and their duties rendered painfully onerous. There cannot be a doubt that the public generally are acquainted with the punctual and responsible nature of the duties required of your Memorialists, nor that those duties are justly appreciated by them; for it is obviously the reason why, in our respective localities, the public so readily comply with the national custom of giving Christmas-boxes when solicited by your Memorialists.

My Lord, we beg to represent that in casual sickness our pay ceases, that a holiday is never granted us, and on becoming superannuated by age or infirmity, as there is no provision for us, as is known to be the case in other branches of the Government service, the poor-house is our only refuge, for the weekly wages we receive, and for which we work seven days, affords no surplus to fly to in our need.

My Lord, your Memorialists most respectfully and earnestly implore your Lordship's attention to the above allegations, and hope, after due consideration, that your Lordship will be pleased to recommend to the Lords of the Treasury an advance of salary equivalent to the loss anticipated by your Memorialists, unless your Lordship should prefer rescinding the order lately given. And as in duty bound,

Your petitioners will ever pray, &c.

(signed) *John Coan,*
And seven others.

No. 5.—CHELTENHAM.

TO the Right Honourable the Earl of *Hardwicke*, Her Majesty's
Postmaster-General.

WE, the undersigned letter-carriers of Cheltenham and its vicinity, beg most humbly and respectfully to address your Lordship on the subject of a recent order addressed to the Post-office servants, prohibiting the soliciting of Christmas-boxes.

We have for a long time regarded the custom of Christmas-boxing as one of a highly objectionable tendency, and which we felt was sanctioned only for its utility as a means of augmenting our otherwise very inadequate wages; but, while we admit the objectionable principle, we cannot disguise the fact of our surprise that no provision appears to be in contemplation to meet the serious loss which your Lordship's order will entail upon us.

From the smallness of our wages we have always relied upon the Christmas gratuities as a means of enabling us to meet engagements which, but for such an opportunity, we should not have the means of doing.

If it be, therefore, your Lordship's intention to carry out the order which has been published, we beg most respectfully to ask your Lordship to take our case into your most serious consideration, and to order such an increase in our wages as will make up the deficiency which will be occasioned by the enforcement of the order.

We have, &c.

(signed) *W. Wheeler,*
And 18 others.

No. 6.—BATH.

TO the Right Honourable the Earl of *Hardwicke*, Her Majesty's
Postmaster-General.

This Memorial humbly sheweth,

1st. THAT your Lordship's Memorialists, the letter-carriers and country post messengers attached to the Bath Post-office, have from time immemorial been permitted to collect gratuities from the public at Christmas tide. That your Lordship's recent order (No. 35) will most seriously affect their interests, and to those among them who depend upon these gratuities for the payment of their rents, be productive of the greatest difficulty and distress.

2d. That the wages of the letter-carriers of the Bath Post-office are fixed at 15s. only per week. That no distinction is made for length of service, a letter-carrier appointed to-day being paid precisely the same as one who may have toiled in the service for 30 years; and that from their having been frequently called upon to make returns to the official authorities of the amounts of Christmas gifts received by them, they were led to believe the smallness of the weekly pay was a consequence of the receipt by them of those gifts. They humbly beg your Lordship's notice to the peculiar hardships of their situations; to the fact that, whereas the servants of most of the public departments, when grown old, become entitled to retiring pensions and rewards of various kinds, the Post-office letter-carriers, who are constantly exposed to every vicissitude of the weather, and to temptations of every kind, experience, as they grow old, either a diminution of their already narrow incomes, or if become incapacitated, a cold dismissal to the tender mercies of the union workhouse.

3d. That having learned your Lordship had been graciously pleased to rescind the order, so far as it related to the London letter-carriers, your memorialists most humbly and earnestly pray your Lordship to make a similar exemption in their case, or bestow upon them an increase of their wages.

(signed) *James Pond*,
And 22 others.

No. 7.—PLYMOUTH.

TO the Right Honourable Lord *Hardwicke*, Postmaster-General.

WE, the undersigned letter-carriers, assistant letter-carriers, and rural messengers of Plymouth and Stonehouse, beg respectfully to memorialize your Lordship, in consequence of the recent official order issued, prohibiting the solicitation of Christmas gifts or gratuities.

We beg, most humbly, that your Lordship will be graciously pleased to cancel the said official order. When we entered the service, we were given to understand, by our predecessors, that we were permitted to receive such perquisites as the public might think fit to give, and which are given in many cases, without solicitation, to increase our incomes, thereby enabling us to support ourselves, our wives and families, in comfort and credit, as the responsible and faithful servants of the public, and to appear in a manner to give general satisfaction.

And, as in duty bound, we shall ever pray.

(signed) *Martin Stonelake*,
And 17 others.

No. 8.—GLASGOW.

UNTO the Right Honourable the Earl of *Hardwicke*, Her Majesty's
Postmaster-General.

The Memorial of the undersigned Letter-carriers in the Post-office of *Glasgow*,
Humbly sheweth,

THAT your Memorialists, in accordance with your Lordship's mandate, are willing to relinquish the practice of soliciting perquisites at Christmas or the New Year.

That while they submit with due deference to any measure that may be considered conducive to the public weal, they beg to state they regret the loss of these emoluments, inasmuch as their wages are inadequate to meet the necessities attendant on their situation, as they have to appear in better clothing than the generality of working men.

That their salaries are only 16*s.* and 17*s.* per week, with the exception of the four senior letter-carriers, who receive 18*s.* per week, which is a salary below the ordinary wages of mechanics of this city, and having nothing now but their small salary to depend upon, they will scarcely be able to maintain the respectability of appearance that is expected by their superiors and the public.

That their emoluments yielded, upon an average, from 2*s.* to 8*s.* per week to each man, and were the means of stimulating them to persevere in well doing, with the view to improving their circumstances, by rising to a higher status in their situation.

That as in similar cases, where gratuities have been prohibited in the service, an equivalent has often been granted, and inasmuch as London, Dublin, and Edinburgh have been exempted from this order,

May it therefore please your Lordship to take this memorial into your serious consideration, and grant that the order may be rescinded, or such an increase of salary as your Lordship may deem equivalent to their loss.

And your Memorialists will ever pray.

(signed) *James Walker*,
And 57 others.

LETTER CARRIERS.

RETURN showing the Number and Place of Date
of all MEMORIALS against the Prohibition of
Solicitation of CHRISTMAS GIFTS by LETTER-
CARRIERS, &c.

(*Mr. Ewart.*)

*Ordered, by the House of Commons, to be Printed,
23 February 1853.*

158.

Under 2 cc.

**LONDON, LIVERPOOL, AND NORTH AMERICAN SCREW
STEAM SHIP COMPANY.**

RETURN to an Address of the Honourable The House of Commons,
dated 27 May 1853 ;—for,

COPIES of all PETITIONS to and ORDERS of HER MAJESTY in COUNCIL ; of all MEMORIALS presented to the President of the Board of Trade ; of all CORRESPONDENCE addressed to the President and to the Secretary of Board of Trade ; and of STATEMENTS submitted with such Correspondence, or the Abstracts of such Statements, and of all Correspondence addressed by the Board of Trade to various Persons in relation to an Application made, on behalf of the Promoters and the Provisional Committee of the LONDON, LIVERPOOL, and NORTH AMERICAN SCREW STEAM SHIP COMPANY, between the Month of September 1852 and the Month of April 1853, for the Grant of a Royal Charter of Incorporation to the said Company.

Board of Trade, Whitehall, }
7 June 1853.

EDGAR A. BOWRING,
Registrar.

(Sir Herbert Maddock.)

*Ordered, by The House of Commons, to be Printed,
8 July 1853.*

PAPERS relating to the LONDON, LIVERPOOL, and NORTH AMERICAN SCREW
STEAM SHIP COMPANY.

— No. 1. —

At the Court at Windsor, the 16th day of October 1852.

Present,—The Queen's most Excellent Majesty in Council.

UPON reading, this day, at the Board, the humble petition of Peter Rolt, of Clement's-lane, Lombard-street, in the city of London, merchant, and others, praying the grant of a charter of incorporation to "The London, Liverpool, and North American Screw Steam Ship Company," it is ordered by Her Majesty in Council, that the said petition (copy whereof is hereunto annexed), together with a draft of the charter prayed for, be and they are hereby referred to the Right honourable the Lords of the Committee of Council appointed for the consideration of all matters relating to Trade and Foreign Plantations, to consider the same, and report their opinion thereupon to Her Majesty, at this Board.

(signed) *Wm. E. Bathurst:*

Enclosure in No. 1.

To Her most Excellent Majesty the Queen in Council.

THE humble PETITION of *Peter Rolt*, of Clement's-lane, Lombard-street, in the City of London, Merchant; *Robert Carter*, of Leadenhall, in the City of London, Merchant; *James Warwick Woolridge*, of Fenchurch-street, in the City of London, Shipowner; *Robert Gillespie*, the younger, of Billiter-court, in the said City of London, Merchant; and *Thomas Holdsworth Brooking*, of New Broad-street, in the said City of London, Merchant;

Showeth,

THAT an extended commercial intercourse by means of direct steam communication between the ports of London, Liverpool, and the other ports of Great Britain and Ireland, and the ports of St. John, in Newfoundland, Quebec and Montreal, in Canada, and the ports of British North America, and the port of New York, and other ports of the United States of America, would greatly promote the trading and manufacturing interests of this kingdom and its North American colonies, and open important intercolonial communications between those ports, and in connexion with the interior navigation and trade of Canada; but such intercourse has hitherto been restricted through the want of regular and frequent means of conveyance of passengers, emigrants, specie, and merchandise between this kingdom and the countries and places hereinbefore referred to.

That it is most expedient that the increased facilities of communication thus needed should be furnished through the medium of merchants, and other persons of capital, by the establishment of a regular succession of screw steam vessels, to be specially employed in such conveyance as aforesaid.

That Your Majesty's petitioners, and others of Your Majesty's subjects, have united together for the conveyance of passengers, emigrants, specie, merchandise, and other articles to and from the ports of the United Kingdom and British North America, and the United States of America, and for that purpose to establish a regular supply of screw steam vessels; and they propose to raise by subscription a capital of 600,000*l.* sterling for carrying on the said undertaking.

Your petitioners, on behalf of themselves and the other subscribers towards the capital or joint stock hereinbefore mentioned, therefore most humbly pray that Your Majesty will be most graciously pleased to grant to them, together with such other persons and bodies politic or corporate as shall hereafter become subscribers towards, or proprietors of the capital or joint stock hereinbefore mentioned, Your Majesty's Royal letters of incorporation for the purposes aforesaid, under such provisions, restrictions, and regulations as to Your Majesty may seem meet.

And your petitioners, as in duty bound, shall ever pray, &c.

(signed) Peter Rolt.
R. Carter.
J. W. Woolridge.
Robt. Gillespie, Jun.
Thos. H. Brooking.

— No. 2. —

Unto the Honourable the Lords Commissioners of the Board of Trade.

The humble Memorial of the Chamber of Commerce of *Greenock*, incorporated by Royal Charter,

Showeth,

THAT your memorialists are informed that application has been made to your Honourable Board for the incorporation, by Royal charter, of a company proposing to build screw steamers to trade between Great Britain and the United States and Canada, with a clause limiting the liability of the partners to the amount of stock subscribed by them.

That the rule of unlimited responsibility on the part of those concerned in trading companies has hitherto been uniformly acted upon in Great Britain, and your memorialists entertain great doubts, on general principles, of the expediency of altering this rule; and they respectfully suggest that the subject would require to be much more carefully considered than it has been before a limitation of responsibility be conceded. If any change is to be made, however, the benefit should be thrown open to all, for it appears to be perfectly clear that to grant such a privilege to one particular company, while all others are excluded from it, would confer an unfair and highly impolitic advantage on the favoured incorporation.

The memorialists beg further to draw attention to the fact that the line of communication which the proposed new company intends to adopt has already been opened by private enterprise, so that there is no reason, from the novelty or hazard of the undertaking, for making the proposed company an exception to all rule.

Your memorialists therefore submit to your Honourable Board that the request of the proposed company referred to should, in the meantime at least, be refused.

(signed) *Robert Macfie*,
Chairman. (L.S.)

— No. 3. —

Sir,

Board of Trade, 26 October 1852.

I AM directed by the Lords of the Committee of Privy Council for Trade to acknowledge the receipt of the memorial of the Chamber of Commerce of *Greenock* against the grant of a charter of incorporation, with limited liability, to a company proposing to build screw steamers, to trade between Great Britain and the United States and Canada, and to say that the memorial will receive the careful consideration of their Lordships.

Robert Macfie, Esq.
Chamber of Commerce, *Greenock*.

I am, &c.
(signed) *James Booth*.

— No. 4. —

Sir,

'Shipowners' Association,
Liverpool, 5 October 1852.

As chairman of the *Liverpool Shipowners' Association*, I have been requested by the committee to transmit to you the enclosed copy of certain resolutions passed by them this day, respecting the granting of charters, with limited liability, to joint-stock companies owning ships.

These resolutions have originated from a strong conviction in the minds of the committee, participated in, they believe, by the general body of shipowners, that the granting of these charters confers an unfair advantage in favour of joint-stock companies (owners of steam ships) in that competition which is considered essential to the extension of public accommodation, and which is now increasing in an extraordinary degree the means of transit to various parts of the world.

The committee therefore would respectfully solicit from the Board of Trade their favourable consideration of the resolutions now submitted to them.

I have, &c.
(signed) *Robert Rankin*,
Chairman.

The Right Hon. J. W. Henley, M.P.,
President of the Board of Trade, *London*.

Enclosure in No. 4.

At a Meeting of the Committee of the Liverpool Shipowners' Association, held the 5th day of October 1852, convened to consider "The impropriety of the Board of Trade granting Charters of limited responsibility to Joint-stock Companies;"

Present, *Robert Rankin*, Esq., in the Chair, &c. &c. &c.

THE course adopted by joint-stock companies for steam navigation in obtaining charters, with limited liability, and the effects of such charters on companies and persons not enjoying such limited liability, were considered.

Resolved,—That as regards shipping, this committee is opposed to the Board of Trade granting charters, which limit the liability of joint-stock companies, and is of opinion that all joint-stock companies, engaged in the ownership and navigation of ships, should carry on such business under the same liabilities as private individuals, owners of ships, are now subject to by common law, or Act of Parliament.

That a copy of the foregoing resolution be transmitted to the Board of Trade, with a request that they will pause before granting further charters, or enabling existing companies so chartered to increase their capital.

Extracted from the proceedings,
(signed) *Robert Rankin*, Chairman.

[Memorials and letters to a similar effect against the grant of such charters in general, without any specific allusion to the company which forms the object of the present return, were also received from—

The Shipowners' Society of Sunderland.

Shipowners, Ship-builders, and Merchants in Dumbarton.

The Chamber of Commerce and Manufactures of Edinburgh.

The Chamber of Commerce and Manufactures of Leith.

The Chamber of Commerce and Manufactures of Dundee.

Merchants and Shipowners of Dundee.

The Chamber of Commerce and Shipping at Hull.

Shipowners' Association of Glasgow.

Merchants and Shipowners of Aberdeen.

Mr. Cunard; Messrs. Brownlow, Pearson, & Co. of Hull; Mr. Thomas Thompson of Hull.]

— No. 5. —

Shipowners' Association, Liverpool,
23 October 1852.

Sir,

As chairman of the Liverpool Shipowners' Association, I have been requested to call the attention of the Board of Trade to the enclosed notice of application for a charter of incorporation for the proposed London, Liverpool, and North American Screw Steam Ship Company, and I am informed that the promoters will seek for a charter, with limited liability.

The association having communicated to the Board of Trade their objections against such charters, by certain resolutions passed at a meeting, on the 5th instant, I will only now, on behalf of the association, venture to express a hope that a charter, with limited liability, will not be conceded on the above application.

I have, &c.
(signed) *Robert Rankin*, Chairman.

The Right Honourable J. W. Henley, M. P.,
President of the Board of Trade, London.

Enclosure in No. 5.

NOTICE is hereby given, that an application has been made by or on behalf of the London, Liverpool, and North American Screw Steam Ship Company (provisionally registered), formed for the purpose of conveying passengers, emigrants, specie, and merchandise in screw steam ships, to and from the port of London, the port of Liverpool, and other port or ports of the United Kingdom of Great Britain and Ireland, and the ports of St. John's, Newfoundland, Quebec and Montreal, in Canada, and other ports of British North America, and the port of New York, and other ports of the United States of America, to grant to such company

company a charter of incorporation under the provisions of the Act of 1st Victoria, cap. 73 intituled, "An Act for better enabling Her Majesty to confer certain Powers on Trading and other Companies," and that such application has been referred by Her Majesty to the Committee of Privy Council for Trade and Plantations. Dated this 21st day of October, 1852.

Wadeson and Malleson,
Solicitors for the London, Liverpool, and North American
Screw Steam Ship Company, 11, Austin-friars, London.

[A similar answer to that sent to Greenock (No. 3) was returned to this letter on 26th October.]

— No. 6. —

Sir,

Glasgow, 4 November 1852.

ON behalf of ourselves and other shipowners in the city, we have the honour to transmit a memorial from the shipowners of Glasgow to the Board of Trade, praying their Lordships to refuse the applications of certain companies for charters limiting the responsibility of the partners to the amount of stock held by them; and we may mention that the accompanying memorial is subscribed by every shipowner of importance in this city.

We are, &c.
(signed) *Pollok, Gilmour, & Co.*

To the Right Hon. J. W. Henley,
President of the Board of Trade, London.

Enclosure in No. 6.

UNTO the Honourable the Lords Commissioners of the Board of Trade.

The humble Memorial of the undersigned Shipowners of *Glasgow*,

Showeth,

THAT your memorialists are informed that applications have been made, or are about to be made, to your Honourable Board for the incorporation by Royal charter of certain companies proposing to trade between Great Britain and other places, one of these to the United States and Canada, and another to certain ports in the Mediterranean, with clauses limiting the liability of the partners to the amount of stock subscribed by them.

That the great body of British shipowners carry on their operations without any other protection than is afforded by the common law of the land, and are each liable in their transactions to the full extent of their means; and your memorialists deprecate very strongly any departure from this rule.

Your memorialists beg further to draw attention to the injustice of extending to a few companies privileges not enjoyed by others in the same trade. The whole property of the shareholders of existing companies, and of the individual shipowners of Great Britain, is subject to the ordinary risks of commerce, and to all the effect of competition. But it is proposed to exempt the shareholders of these new joint-stock companies from this responsibility, and to admit them who run little or no risk to a contest with those who risk everything, and who have already, by private enterprise, carried out efficiently undertakings of immense magnitude.

Your memorialists therefore submit to your Honourable Board that the request of the proposed companies referred to should be refused.

(signed)

William Brown & Co.
MacCallum & Graham.
A. Galbraith & Co.
John Mitchell.
Pollok, Gilmour, & Co.
George Gillespie.
James Ewing & Co.
A. G. Ridston & Co.
William & Co.
William Connol & Co.
Geo. Smith & Sons.
Potter, Wilson, & Co.

Thos. Cameron & Co.
Matt. Langlands.
David Hutcheson & Co.
Jas. and Alex. Allan.
Alex. Laird & Sons.
Patrick Henderson & Co.
Peter Thomson Aikman.
William Ridston & Sons.
Lewis Potter & Co.
Stirling, Gordon, & Co.
G. & J. Burns.

[A similar answer to that sent to Greenock was returned to this letter on 26th October.]

— No. 7. —

To the Right Honourable the Lords of Her Majesty's Privy Council for Trade and Plantations.

The Memorial of the undersigned, interested in Steam Vessels sailing from the Port of *Liverpool*,

Showeth,

THAT your memorialists view with well-founded alarm the frequent attempts of various parties to obtain charters of limited responsibility, where no peculiarity exists in the applicants' objects or means of trade, entitling them to ask for privileges and advantages which are by law denied to private trading companies and individuals.

That one of these applications is now before your Lordships, from a company calling itself the "London, Liverpool, and North American Screw Steam Ship Company," and your memorialists humbly submit to your Lordships that the granting of the peculiar privileges and facilities asked for, would create a monopoly in its favour, and subject to ruin the legitimate trader not so protected, and crush competition.

Your memorialists therefore humbly pray your Lordships that this, and all similar applications from steam-ship companies or individuals for charters of limited responsibility, may be refused.

(signed) William Wilson & Son, for Liverpool and Rotterdam, Liverpool and Lisbon, and Liverpool and Cork Steam Lines.
 Viamia, Innis, & Chapple, Liverpool and Mediterranean, and Liverpool and Portugal.
 John Pribby, Sons, & Co., Liverpool and Mediterranean.
 James Moss, Liverpool, Sicily, and Egypt.
 Newall, Burt, & Co., Liverpool, West Indies, and Mexico.
 Henry Dixon, & Co., Liverpool and Levant.
 William McElroy, for the Drogheda Steam Packet Company.
 Francis Robinson, for Liverpool and Belfast, and Liverpool and Waterford.
 Richard Armour, for the Dublin and Liverpool Steam Packet Company.
 Henry Hatton, for Carlisle Steam Company.
 Patterson, Dunn, & Co., for the North-West of Ireland Steam Packet Company.
 Wm. Pirrie & Co., for the Ulster Canal Carrying Steam Packet Company.
 FitzSimons, Applebee, & Co., for the Bristol Channel and Wexford Steam Packet Companies.
 Geo. Couthern & Cross, Liverpool and Mediterranean.
 James Metge, Agent for Dundalk Steam Ship Company.
 Langtrys & Co., per H. Fulton, for the Liverpool and Belfast Steamer.
 Price & Case, Liverpool and Bangor Steamers.
 F. Martin, Burns, & Co., per R. Fowler, for the Liverpool and Sligo steamers.
 Lamport & Holt, Liverpool and Egypt.
 Tho. Orford, Isle of Man Steam Packet Company.
 A. Laurie, Agent for the Galloway Steam Navigation Companies.

[A similar answer to the preceding one returned.]

— No. 8 —

Burlington Hotel; Cork-street,
4 November 1852:

Sir,

WITH reference to an application now before the Board of Trade for a charter, with limited liability, from parties proposing to form a company to trade with screw steam ships between England and North America, I beg respectfully to state, that this is a trade well understood; that there is no want of means or capital to prosecute it, in the usual mercantile course, in which the parties owning the ships are liable for all debts contracted.

I annex a list of screw steam ships that have been engaged in this trade, and it is well known that my partners and I have for the last 15 months been building screw steam ships for this trade, four of which are now nearly ready for sea, and two others are in progress. We shall commence running on the 8th of next month, and shall continue to depart at regular periods during the year.

If the trade should justify the employment of a greater number of ships, there are plenty of mercantile houses in this country ready to embark their capital in it without an Act of Incorporation to protect them. It does not appear to me to be justice to those who have embarked their capital in a legitimate trade, in the usual course of business, and in the prosecution of which they may have paid dearly for experience, to set up a company, with limited responsibility, the subscriptions to which may be confined to 50 *l.* or 100 *l.* (I believe this company propose the shares to be as low as 20 *l.*). These companies are frequently got up by persons who know nothing about the business; the parties subscribing merely do so to oblige friends who wish to get the management; it is of very little consequence to them; they can only lose 50 *l.* or 100 *l.* If debts are incurred, the public are the sufferers.

It is well known that two companies engaged in steam ships, in the trade between England and America, lost upwards of 300,000 *l.* in a very short period; the unfortunate owners had to bear the whole loss. If they had been under a charter, with limited liability, the public would have lost the money. The Board of Trade may be considered to be the guardians of the public, and not of individuals desirous of engaging in operations in which they are willing to risk only 50 *l.* or 100 *l.*, but which by joint contributions may effect the ruin of the fair trader, who had embarked 50,000 *l.* or 100,000 *l.* in an undertaking of the same kind.

An Act of this description can only be justified where a new trade is to be developed, or where the capital required is more than mercantile houses can furnish. Neither of these reasons exist in this case.

It has been urged as a reason for granting this charter, that the Government give me a subsidy, and that this company is to be got up to oppose me; but that is no just reason.

The Government give me a subsidy for performing a particular service, the plan of which was originated by me, and which has been of great benefit to the Government and to the country at large. Our ships have to depart with the mails at a fixed day and hour, and for a specific port, whether there are passengers or not. These ships, costing 80,000 *l.* or 100,000 *l.* each, with a crew of upwards of 100 men, have frequently crossed the Atlantic with 10 or 12 passengers; they have never failed to depart at the prescribed time, winter or summer; the mails have been regularly conveyed, and the postage received by Government is more than the subsidy paid to us by the Government. The postal communication between Europe and America has been maintained in the most regular manner by this line for upwards of 12 years, without loss to the country; all other lines are maintained at a heavy expense to the Government. The mails cannot be sent by private ships, as their departures are irregular, depending entirely on freight and passengers; the days of departure are constantly postponed.

The American Government having doubled the subsidy to their mail steam ships, we have been compelled to reduce our passage and freight to one-half of the former rates, besides being obliged to build larger and more expensive ships to compete with the American mail steam ships. These are considerations that entitle us to the protection of the Government, instead of their granting privileges to others to injure us.

We have no charter to protect us, we are merely a co-partnership, and are not only liable for the amount we may respectively hold in the concern, but to the full amount of our means, jointly and severally.

But the trade carried on with North America by screw steam ships has no reference to the mail service. The ships in that trade are owned by different mercantile houses (of which our house is one) having no connexion with each other; the parties furnish their own capital, and each partner is liable for the whole amount of debt. It is not fair or just to these parties to grant a charter of this description.

I observed a notice in the papers, a short time since, that a firm owning one screw steam ship had applied to the Board of Trade for a charter. If the business in which this ship is employed should prove to be profitable it may not be necessary to extend the company; but if the charter is granted, the firm would have the power of disposing of shares, and in the event of loss, the public would have to bear it. I do not impute any wrongdoing to the firm alluded to, for I know nothing about them. The Canadian Government have lately given a subsidy to a party to run screw steam ships between this country and Canada, and Portland, in the United States. The Portland Railroad Company have also agreed to aid this line. I have been long aware that as soon as the Portland Railroad should be completed that we should lose the freight that we were in the habit of carrying to Boston and New York for Canada, and unless we put steamers on the line to Portland (which we could not do with the mail steamers) this traffic would fall into the hands of an American and English company. This was one of our reasons for building the screw steamers. These parties should have no exclusive privilege over me and others, who are risking our whole means, and I hope and trust that so great an injury will not be perpetrated upon the legitimate trade of the country. The establishment of this subsidised Canadian and Portland Company will be very injurious to us, but I do not complain of that; persons embarking in any trade must expect opposition; I only ask that they should not have exclusive privileges granted to them.

Such charters would be very convenient to some projectors: if they make money, they divide it among themselves; if they lose money, the public have the benefit of the loss. Companies have before now been known to make dividends out of capital, where no profits had ever existed; original proprietors and managers have been known to retire from a losing concern before the public were aware of the state of affairs.

The Right Honourable J. W. Henley.

I am, &c.
(signed) S. Cunard.

Enclosure in No. 8.

SCREW STEAM SHIPS that have been and are employed in the Trade between Great Britain and North America.

			Tons.	
City of Glasgow	-	-	- 1,610	} Now running between Liverpool and Philadelphia.
City of Manchester	-	-	- 2,125	
Glasgow	-	-	- 2,120	Glasgow and New York.
Sarah Sands	-	-	- 2,000	{ Liverpool and New York; now gone to Australia.
Great Britain	-	-	- 3,500	
City of Pittsburg	-	-	- 1,875	} American screw ships between different ports in the United States and Liverpool; have all been withdrawn except the South Carolina.
S. S. Lewis	-	-	- 1,103	
Pioneer	-	-	- 2,500	
South Carolina	-	-	- 1,600	

Andes, Alps, Etna, Jura, Taurus, and Teneriffe, all first-class screw steam ships, four of which are now nearly ready for sea, to be employed between Liverpool and different ports in North America, commencing the 8th of next month; owned by Cunard & Co.

4 November 1852.

(signed) S. Cunard.

— No. 9. —

To the Right Honourable the Lords of the Committee of Privy Council for
Trade and Plantations.

The Memorial of the Members of the Shipowners' Society of *South Shields*, in
the County of Durham,

Humbly sheweth,

THAT your memorialists observe that an application for a charter of incorporation under the provisions of the Act of 1 Vict. c. 73, has been made by the "London, Liverpool, and North American Screw Steam Ship Company" (provisionally registered), and has been referred by Her Majesty to your Lordships.

That by sect. 4 of the said statute it is enacted, that in the granting of such a charter of incorporation, it is competent to your Lordships to limit the liability of the members of the company so associated to such extent, per share, as shall be declared by such charter.

That such limitations of responsibility have never been granted by your Lordships, except in cases which combine great public advantages with great private risk, and that in the said Screw Steam Ship Company your memorialists are unable to perceive either of these peculiarities.

That other companies have made, or are about to make, similar applications to your Lordships.

That the great body of British shipowners carry on their operations under no other protection than that afforded by the common law of unlimited responsibility, and your memorialists are strongly opposed to any departure from this rule.

Were such privileges as these demanded granted to the before-mentioned company, or to others in similar circumstances, your memorialists consider that private enterprise would be checked, and an end put to free competition.

Your memorialists therefore submit that your Lordships refuse the application made by the said London, Liverpool, and North American Screw Steam Ship Company, and by any other companies who may so apply to your Lordships.

And your memorialists will ever pray,

By order, and on behalf of the members of the Shipowners' Society of
South Shields.

John Robinson, Chairman.

[A similar answer to that sent to the Greenock Chamber of Commerce (No. 3) returned.]

— No. 10. —

Town Clerk's Office, *South Shields*,
8 November 1852.

Sir,

I AM directed by the mayor and town council of the borough to forward you the enclosed memorial against the grant of a charter of incorporation to the London, Liverpool, and North American Steam Screw Company, for the reasons stated in the memorial, to the prayer of which I respectfully call the attention of the Board of Trade.

I am, &c.

(signed) *Thomas Salmon*,
Town Clerk.

The Right Honourable J. W. Henley,
Board of Trade, London.

Enclosure, No. 10.

To the Right Honourable the Lords of the Committee of Privy Council for Trade and
Plantations.

The Memorial of the Mayor and Town Council of the Borough of *South Shields*, in the
County of Durham,

Humbly sheweth,

THAT your memorialists have heard that an application has been made by the London, Liverpool, and North American Screw Steam Ship Company (provisionally registered) for
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the grant of a charter of incorporation under 1 Vict. c. 73, and that the same has been referred to your Lordships by Her Majesty; and that similar applications have been made, or are about to be made, to your Lordships by other companies.

That by sect. 4 of the said statute, it is competent to your Lordships, on the granting of such a charter, to limit the liability of the members of the company thereby to be associated in such a manner as shall be declared by such charter.

That except in cases which embrace great public advantage with much private risk, such limitations of responsibility have never been granted by your Lordships; and your memorialists are unable to perceive any claim for exception on either of these grounds in the case of the company in question.

That trading as the British shipowners do, under an unlimited responsibility, your memorialists, as the governing representative body of this large and important shipping community, feel bound to express their decided opposition to any departure from that rule, considering that if the privileges sought to be obtained by the aforesaid company were granted to them, or to others under similar circumstances, private enterprise would be checked and discouraged, and an end put to free competition.

Your memorialists therefore respectfully but earnestly pray your Lordships not to accede to the application of the Screw Steam Ship Company aforesaid for a charter of incorporation, or of any other company or companies who may apply to your Lordships.

And your memorialists, as in duty bound, will ever pray,

Signed on behalf of the Town Council of the borough of South Shields aforesaid, this 8th day of November 1852.

John Clay, Mayor.

[A similar answer to the preceding one returned.]

— No. 11. —

To the Right Honourable the Board of Committee of Her Majesty's Most Honourable Privy Council for Trade.

The Memorial of the Directors of the Chamber of Commerce and Manufactures, established by Royal Charter in the City of *Glasgow*,

Respectfully sheweth,

THAT certain parties trading under the style and title of the London, Liverpool, and North American Screw Steam Ship Company, and proposing to carry passengers, goods, and merchandise of every kind, between the various ports in the United Kingdom and those of British North America and the United States, have applied for a charter of incorporation under the Act 1 Vict. c. 73, which charter, among other privileges, would confer on that company a limitation of the liability of their shareholders to the amount of their subscribed stock.

That while your memorialists admit the wisdom of granting this limitation of liability to the promoters of great national undertakings, for which sufficient capital might not be obtainable on any other terms, they regard such cases as exceptions to a general rule, and no way to be approved of when interfering with individual enterprise and free competition in trade.

That the company in question is a general trading company, for the purpose of carrying on, on a very large scale, a business in which thousands of individuals and private co-partneries are now engaged, and that the charter of incorporation, if granted, will confer on them privileges from which their competitors in that business are excluded, and against which they cannot successfully contend, and have the effect of establishing a monopoly of a large portion of the carrying trade between Great Britain and America, to the manifest injury of the private trader.

May it therefore please your Honourable Board, considering these premises, not to grant to the London, Liverpool, and North American Screw Steam Ship Company, or to any similar company, the privilege of a limited liability in favour of their shareholders.

(L. S.)

(signed)

Hugh Cogan, Chairman.

John G. Kinnear, Secretary.

[A similar answer to the preceding ones returned.]

— No. 12. —

To the Right Honourable the Lords Commissioners of the Board of Trade.

The Memorial of the Shipowners' Association of the Port of *Belfast*,

Humbly sheweth,

THAT memorialists have to draw to the attention of your Lordships a notice which appeared in the "London Gazette" of the 22d October last past, signed by the solicitors for the London, Liverpool, and North American Screw Steam Ship Company, of which the following is a copy :—

"Notice is hereby given, that an application has been made by or on behalf of the London, Liverpool, and North American Screw Steam Ship Company (provisionally registered), formed for the purpose of conveying passengers, emigrants, specie, and merchandise in screw steam ships to and from the port of London, the port of Liverpool, and other port or ports of the United Kingdom of Great Britain and Ireland, and the ports of St. John's, Newfoundland, Quebec and Montreal, in Canada, and other ports of British North America, and the port of New York, and other ports of the United States of America, to grant such company a charter of incorporation, under the provisions of the Act of 1 Vict. c. 73, intituled, 'An Act for better enabling Her Majesty to confer certain Powers on Trading and other Companies,' and that such application has been referred by Her Majesty to the Committee of Privy Council for Trade and Plantations.

"Dated this 21st day of October 1852.—Signed, Wadeson & Malleson, Solicitors for the London, Liverpool, and North American Steam Screw Ship Company, 11, Austin Friars, London."

Memorialists have also heard that another company, intending to trade to certain ports in the Mediterranean, have applied to your Lordships for a similar Royal charter, limiting the liability of the partners to the amount of stock subscribed by them.

That while this association must feel gratified with every undertaking which is likely to extend and enlarge the trade and commercial relations between Great Britain and other countries in the increase and employment of British shipping, whether screw steam ships or others, they cannot but view with consequences the most serious to their own interests as shipowners, and to the safety of the public, the application of the aforesaid companies to seek by Royal charter for indemnity against loss, beyond the amount of shares subscribed for and registered in the name of each proprietor or shareholder, under the provisions of the Act 1 Vict. c. 73.

That at no period of our commercial history were monopolies deemed other than unjust, where no new discovery warranted such a concession from the Government; that the protective system of trading in all its departments having been virtually abandoned, as well by the repeal of the navigation laws as by the free trade commercial policy which has been lately adopted by Her Majesty's Government, being in spirit and in practice altogether at variance with the exclusive rights now sought for by said companies, with no assignable or well-founded cause. That memorialists are largely interested as individual owners and partners in screw steamers and other ships engaged in these trades, without any protection whatever than the common law of the land affords, their liability for loss extending over all their property; that their capital thus employed would be fearfully jeopardised were any such undue privileges to be granted to the aforesaid companies.

That your memorialists cannot in terms sufficiently strong convey their ideas of the amount of injury that the grant of such charter would produce, while the solitary prospects of negative good would be speedily overwhelmed by the greater amount of positive evil to your memorialists, and all others connected with such property.

Memorialists therefore earnestly urge that your Lordships will refuse to recommend the grant of such charter, or of any similar charter to any other shipping company.

And your memorialists will ever pray.

Signed for and on behalf of the Belfast Shipowners' Association, as agreed upon at a special meeting held at Belfast 10th November 1852.

(signed) *Jno. Harrison, Chairman.*

[A similar answer to the preceding ones returned.]

— No. 13. —

To the Right Honourable the Lords of the Committee of Privy Council for Trade and Plantations.

The Memorial of the North American Colonial Association of *London*,

Showeth,

THAT your memorialists are informed an application has been made to your Lordships by a company called "The London, Liverpool, and North American Screw Steam Ship Company" for a Royal charter of incorporation.

That your memorialists understand it is the intention of the said company to run steam vessels from London and Liverpool to Newfoundland and Canada, as well as to the United States.

That there is at present no direct steam communication between this country and the colonies above named.

That such a communication would materially advance the interests of these colonies, and has been for some years past anxiously desired by the colonial Governments, as well as by the mercantile interests there and at home.

That your memorialists, being merchants largely engaged in commerce with the North American colonies, have exerted themselves to induce proprietors of steam vessels to employ them in that trade, which they have declined doing, because they believe the profits would not be so large as individuals expect for investments of capital in such an enterprise.

That your memorialists are convinced the great benefits of steam communication will not be extended to the North American colonies for many years to come, unless through the instrumentality of a chartered company with a large capital, the shareholders in which would be satisfied with a moderate return on their investments.

That in consequence of the long passages made by sailing ships (the only mode of conveyance at present for goods to the above-named colonies), the merchants and traders of Canada have lately found it to their advantage to purchase considerable portions of their supplies in New York and other markets in the United States, to the injury of the trade of this country in general, and of your memorialists in particular, which trade would, in a great measure revert to England if the speed and regularity of steam vessels were applied to the conveyance of goods to Canada.

That the only mode of conveyance for emigrants to the North American colonies is also by sailing vessels, that frequently make very protracted voyages, during which great misery is suffered, with loss of many valuable lives, which will be entirely prevented to the extent that accommodation may be afforded by steam.

Your memorialists therefore pray that your Lordships will be pleased to advise Her Majesty to grant a Royal charter of incorporation to such parties as may be willing to extend the advantages of steam communication to Canada and Newfoundland, on such conditions as your Lordships may deem expedient.

And your memorialists will ever pray, &c.

(signed) *James Dowie, Chairman.*

[A similar answer to the preceding ones returned.]

— No. 14. —

London, Liverpool, and North American Screw Steam Ship Company.

Sir,

No. 11, Leadenhall-street, 29 Nov. 1852.

WHEN you honoured a deputation on behalf of the company with an interview on the 27th instant, you desired to be informed whether the company would be willing that provision should be made in the Royal charter of incorporation for which the company has applied for securing the following objects; viz.

1. That it should be obligatory on the company to adopt and perform the conditions of the contract existing between the Government of Canada and Mr. Robert Lamont and others;

2. That the company should be bound to send at least one steam ship each month to an Irish port;

And I am requested to convey to you the sentiments of the provisional committee on these two propositions.

1. The contract in question does not give any authority to the contractors to assign their interest in it, and it will consequently not be possible for this company to perform its conditions, unless with the concurrence of the Canadian Government, application for which has already been made. This committee has entered into a provisional agreement with the contractors, by which the company will be bound to assume the liabilities of the contract, if the assent of the Government of Canada be obtained, which agreement is necessarily contingent upon the Royal charter being granted; and the committee are ready to come under any further obligation that you may deem requisite to the same effect; but they respectfully submit to you that it would be inconvenient to introduce such a contingency into the body of the charter.

2. The committee beg to refer to the heading of their prospectus which has been issued to the public, and contains these words, "calling at Plymouth, Queenstown, and Belfast (any or either of them), as the directors may determine." It has always been, and still is, the intention of the committee that their vessels should call at those ports, but being aware of the great danger of committing themselves beforehand to the minor details of their arrangements, which must be subject to alterations from the force of circumstances, they purposely left the ports of call open in their prospectus; and it would be obviously much more objectionable that they should be tied up in that respect in the charter, which would not, under any circumstances, be susceptible of alteration. The ships proceeding to Canada under the present contract cannot call at an Irish port without the consent of the Government of Canada.

The Legislature of Newfoundland has appropriated a grant of 2,500 *l.* per annum for five years to parties who shall first run steamers to that island, under certain conditions, which do not admit of the vessels calling in Ireland. This committee is in communication with the Government of Newfoundland, with a view of obtaining the grant in question, together with permission to call at port or ports in Ireland.

It is the opinion of many persons that a large portion of the trade of this country will ultimately be carried on by screw steamers; if this expectation should be realised, each of the principal Irish ports will have such vessels belonging to them proceeding to North America, and in such case an absolute obligation upon the vessels of this company to call at Irish ports would be productive of nothing but injury to the Irish owners of screw steamers as well as to this company.

I have, &c.

(signed) *Thomas H. Brooking,*
Chairman of the Provisional Committee.

To the Right Hon. J. W. Henley, M. P.,
President of the Board of Trade,
&c. &c. &c.
Whitehall.

— No. 15. —

To the Lords of Committee of Her Majesty's Most Honourable Privy Council
for Trade and Plantations.

The Memorial of the undersigned Merchants and Others of *London*, interested
in the Trade of Canada and Newfoundland,

Showeth,

THAT communication by steam has of late years been opened between England and almost every part of the world, including the United States, which are immediately contiguous to the colonies with which your memorialists are connected.

That such communication has not yet been extended either to Canada or Newfoundland, and that the interests of those colonies, and of your memorialists, are seriously injured by having to depend entirely on the slow and uncertain voyages of sailing ships, while the neighbouring states enjoy the advantage of receiving their supplies from Europe with rapidity and regularity by steam vessels.

That many of your memorialists' correspondents resident in Canada have recently gone to the United States to purchase goods, which they formerly imported from England, to the manifest disadvantage of the trade of this country.

That your memorialists have endeavoured to establish lines of steam vessels in the trade to Canada without success, and they believe that the only way in which this desirable object can be accomplished is by means of chartered companies, which are content with more moderate profits than individuals expect from similar investments.

That your memorialists have heard that parties calling themselves "The London, Liverpool, and North American Screw Steam Ship Company," propose to establish a line of steam vessels between London, Newfoundland, and Canada; that they have petitioned Her Majesty to grant them a Royal charter of incorporation, and that their petition has been referred to your Lordships.

That your memorialists believe the interests of those two important colonies would be materially promoted by the grant of such charter of incorporation.

And your memorialists respectfully pray that your Lordships will be pleased to recommend that such charter may be granted accordingly.

London, 17 November 1852.

(signed)	Gillespies, Moffatt, & Co.	Tho. H. Buling & Co.
	Newman, Hunt, & Co.	William Pemberton & Co.
	Robert Carter & Co.	Morisson, Dillon, & Co.
	Ellis, Everington, & Co.	Charles Robt. Moote.
	Hy. Freeman.	J. F. Pawson & Co.
	Cook, Sons, & Co.	Caldicott, Son, & Willeocks.
	Bradbury, Greatorix, & Co.	Abbott, Nottingham, & Co.
	J. and R. Morley.	Tapling, Brothers, & Co.
	Ward, Strut, Shaw, & Co.	Munt, Brown, & Co.
	Foster, Porter, & Co.	Beamish, Twentyman, & Rigg.
	Vyse & Sons.	Brett, Brothers, & Co.
	Chr. Blyth & Co.	<i>Pro</i> Field & Sons,
	Gregory, Cubitt, & Co.	J. J. Rowe.
	Growcock, Copestake, Moore, & Co.	White, Son, & Co.
	Welsh, Margetson, & Co.	T. G. Boyd & Co.
	De Lannoy & Nash.	Westron, Dignam, & Co.
	Dent, Allen, & Co.	John M'Croskie.
		Mackay & Champion.

[The above memorial was left by a deputation.]

— No. 16. —

To the Right Honourable the Lords of the Committee of Privy Council
for Trade.

The Memorial of the Provost, Magistrates, and Town Council of the Royal
Burgh of *Dumbarton*,

Humbly sheweth,

THAT your memorialists have observed in the prospectus of a new joint-stock company, to be called The London, Liverpool, and North American Steam Screw Company, an announcement of the intention of the promoters of that company to apply to your Lordships for a charter of incorporation.

That your memorialists are informed that it is in the power of your Lordships to insert in such charter a clause limiting the liability of the shareholders to certain amounts of stock therein specified.

That such clauses have never hitherto been inserted in the charter of incorporation of trading or shipping companies, whether granted by Parliament or by your Lordships, except in rare and peculiar cases.

That your memorialists are deeply impressed with the danger and impropriety of any departure from the established rule in regard to partnerships, and are unable to perceive, in the case of the company referred to, any reason to sanction such a departure.

That the staple trade of the community which your memorialists represent is the building, fitting, and furnishing with machinery of iron steam ships, and also the building of sailing vessels.

That during the last two years no less than 31 ships have thus been constructed, and now in progress, showing an aggregate tonnage of upwards of 23,000 tons, and an aggregate engine power of 2,300 horses.

That these ships have been exclusively constructed for individuals or companies who carry on their operations unprotected by any such privileges as those sought for by the company before specified, and that the shipbuilders and engineers of this burgh look to such individuals and companies for the maintenance and extension of their trade, but have hitherto found it impracticable to trade with chartered companies, as the officials are not responsible, and the very companies themselves not responsible, for the debt which they may contract.

May it therefore please your Lordships to refuse the application for incorporation by charter of the said Steam Screw Company, and of any similar companies who may apply to your Lordships.

And your memorialists will ever pray, &c.

Signed by me, in name, and by authority of the Magistrates and
Town Council of the burgh of *Dumbarton*.

(signed) *P. Denny, Jun.*,
Provost and Chief Magistrate.

Dumbarton, 27 November 1852.

[The above memorial was left by a deputation.]

— No. 17. —

Burlington Hotel, Cork-street,
27 November 1852.

Sir,

SINCE I had the honour of addressing you, I have received numerous communications from some of the principal shipowners in the kingdom, pointing out in the most forcible language the injury that would be inflicted upon them if the charter applied for should be granted, which induces me to trouble you again with some further remarks on the subject.

It is set forth in the published prospectus of this company (which I enclose), that they may "probably" call at Newfoundland; they do not bind themselves to do so; but even if they did oblige themselves to call there, it would not be a sufficient reason for granting a charter of this description, the requisite capital being easily within the means of many individuals to accomplish the undertaking.

730.

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Two

Two screw ships to cost 25,000*l.* each would keep up a regular monthly communication between England and Newfoundland. The mercantile houses in Great Britain connected with Newfoundland are very wealthy, and the merchants in Newfoundland are also rich. If a line of this kind would pay, there are 50 houses, each of which could, without difficulty, find capital to carry it out. If it should be a losing concern, a charter would not improve it, as it is well known that individuals can always transact any kind of business much more advantageously than public companies; and even if there should be a loss, it would fall upon the persons interested in the prosperity of the colony, who would be benefited by the establishment of such a communication.

It is also set forth in the prospectus that the traffic now carried on between this country and North America (which they propose to embrace) "employs 3,850,172 tons of shipping annually." The owners of this vast amount of shipping have sent petitions to you from all parts of the kingdom, entreating you not to inflict upon them a great amount of injury, which they consider this charter would do.

If the projectors of this company had, before the properties of the propeller became known and understood, proposed to run a line of screw steam ships across the Atlantic, there might have been some excuse for granting them this charter, as they would have run some risk, and might have introduced something new; but they propose nothing new; others have embarked large sums of money in making experiments, and have established the trade. This Company will not only reap the advantage of other people's experiments, but demand exclusive privilege besides.

They also talk of going to Quebec: as sailing ships have gone there for 100 years, there can be no doubt that screw ships can go there also; there is no discovery in that. The shipowners in the Canada trade are quite aware that they will be compelled to put screws into many of their sailing ships, and will have in future to construct their ships with screws, and navigate them at their own risk; but if a limited liability company is established, it will deter them from doing so.

This company have obtained a grant of 24,000*l.* a year from Canada, and from an American railroad company, which will give them a decided advantage over all other owners of screw steam ships employed between this country and North America, not one of whom receive any subsidy or allowance from the Government, or from any other source; they have individually embarked in the trade, at their own cost and risk, and it would be most unjust to check their operations, which will soon embrace all the places spoken of by this monopolizing company, who have been so fortunate as to obtain a large and exclusive subsidy, with which they should be satisfied.

The amount of capital required to carry out this Canadian and American subsidised Company is quite within the means of hundreds of houses in England.

It is not at all necessary that a Board of Directors should sit in London to superintend the outfit and departure of ships from Liverpool and other ports; the merchants at these ports think they can conduct the shipping business as well themselves, and they do not see any advantage to result to the country from concentrating the whole trade between England and North America in London under the management of these 15 directors. There can be no objection to this company carrying on the trade to any extent they please, as other persons do, but they should have no exclusive privilege over others granted to them.

They talk in the prospectus of carrying the mails, but it is not likely that they will be burthened with the mails, as the letters are now delivered in Quebec and Montreal in 12 or 13 days, twice a week, throughout the year, and this duty has been regularly performed for 12 years without any cost to the Government, the postage received repaying the amount paid for the performance of the service.

It is contended by the shipowners that there should be no charter granted with limited liability, unless it be to open some new trade, requiring capital beyond the reach of private means.

This chartered Company would not only itself enter into undue competition with British shipowners, but would also powerfully contribute towards enabling a foreign railroad company to do the same in combination with it, and there is

no

no calculating the extent to which this may be carried to the injury of the ship-owners of Great Britain.

The granting of this charter would cause more dissatisfaction than any Act that has passed for many years.

I have, &c.
(signed) S. Cunard.

The Right Hon. J. W. Henley,
President of the Board of Trade.

[The above was left by a deputation.]

Enclosure in No. 17.

LONDON, LIVERPOOL, and NORTH AMERICAN SCREW STEAM SHIP COMPANY, calling at *Plymouth, Queenstown, and Belfast*, (any or either of them,) as the Directors may determine. Provisionally registered, pursuant to Act of Parliament, 7 & 8 Vict. c. 110. To be incorporated by Royal charter, (for which application has been made,) thereby limiting the responsibility of shareholders to the amount of their subscription. Capital 600,000*l.*, in 30,000 shares of 20*l.* each, of which 5,000 shares are reserved for distribution in North America, with power to increase the amount. Deposit 2*l.* per share, payable within seven days of allotment, and 2*l.* per share within one month after obtaining charter of incorporation.

Trustees.

George Carr Glyn, Esq., M.P.
George Peabody, Esq.

Robert Gillespie, Esq.

Provisional Committee.

Peter Rolt, Esq., M.P., London.
Robert Carter, Esq., Director of the Bank of British North America, London.
Henry T. Prinsep, Esq., Director of the Hon. the East India Company, London.
M. Hutton Chaytor, Esq., Director of the General Iron Screw Collier Company, London.
Thomas H. Brooking, Esq., Director of the Bank of British North America, London.
J. W. Wooldridge, Esq., Dartmouth.
Sir Herbert Maddock, M.P., London.
John Wilkinson, Esq., Huddersfield.
Richard Maxwell Fox, Esq., M.P., Director of the General Screw Steam Shipping Company, London.
James M'Henry, Esq., Liverpool.
Richard Towne, Esq., London.
Robert Lamont, Esq., (of Messrs. M'Kean, M'Larty, and Co.), Director of the Glasgow and Liverpool Royal Steam-packet Company, Liverpool.
William Prinsep, Esq., London.
Robert Gillespie, jun., Esq. (of Gillespies, Moffatt, and Co.), London.
Edward Westhead, Esq., Manchester.

Bankers.—Messrs. Glyn, Mills, & Co.

Solicitors.—Messrs. Wadeson & Malleson.

Secretary (*pro tem.*).—Mr. James Nelson.

Temporary Offices.—11, Leadenhall-street, London.

The object of this company is to establish an economical, expeditious, and direct steam communication, for goods and passengers, between London, Liverpool, the United States, and the British North American colonies, by first-class iron screw steam ships, leaving London and Liverpool alternately for New York throughout the year; also for Canada (calling probably at St. John's, Newfoundland, on their outward and homeward voyages), from April to October, and during the remainder of the year (in order that the communication with Canada may not be wholly interrupted) for Portland, in the State of Maine, which will shortly be connected with Quebec and Montreal by a railway, now in course of construction.

It is intended that these steamers shall have all recent improvements, and afford ample accommodation for passengers.

In consequence of the great economy which is now effected by the application of the screw propeller to iron ships, they are being placed on all the great lines, and are found to compete not only with sailing vessels for freight, but with the paddle-steamers of subsidised companies for the conveyance of passengers; considering, therefore, the regularity and despatch secured to passengers and shippers by well-appointed vessels of this description, and the favourable reception given to the present project by influential parties, largely interested in both branches of the North American trade, there can be no reasonable doubt of its successful issue, and of its yielding a liberal dividend on the capital embarked.

It is to be observed, that in consequence of there being no steam conveyance from the port of London to North America, shippers are obliged to forward their goods (if for shipment by steam) to Southampton or Liverpool, thereby incurring heavy railway and other charges. This observation applies with much greater force to imports from North America (by steam), which are more bulky and less valuable than exports to that country, and more subject to

Customs and Excise regulations, requiring the attention and care of paid agents at the out-ports; whilst the importation of tobacco (which, according to these regulations, must be brought direct into England in one bottom,) is, for want of better means of transit, now confined exclusively to sailing vessels, at an average passage of about 30 days; all these expenses and delays will be obviated by the establishment of this company.

The traffic at present actually existing between London, Liverpool, and other ports of Great Britain, to the United States and our North American colonies, employs annually an aggregate of 3,850,172 tons of shipping, in which are included only about 15 paddle and screw steamers, with carrying capacity for the small proportion of 222,618 tons (as appears by the Parliamentary returns of 1851-1852); and the total number of passengers in the year 1851 has been 310,062. To accommodate in a superior manner a portion of this immense and rapidly increasing trade, to afford that direct steam communication between the North American colonies and the mother country which here also is entirely wanting, and likewise to open important intercolonial communications, are among the principal objects of this company. It is intended, during the season, to run vessels alternately from London and Liverpool to Quebec or Montreal, there to meet the Lake steamers, which will convey passengers and goods inland to their various destinations on the Lakes Ontario, Erie, Huron, and Michigan, calling at Kingston, Toronto, Hamilton, Chicago, and intermediate ports. Thus the company's steamers will discharge their freight and passengers at Quebec or Montreal into the Lake steamers, and the emigrant will reach his destination, from 1,000 to 1,500 miles inland, without any subsequent transshipment; while these Lake craft will also act as feeders to this company's ships.

Some idea of the immense traffic on the Lakes and the St. Lawrence may be formed, from the fact that the Canadians have expended upwards of 3,000,000*l.* in completing a system of canals, which have brought the chain of North American lakes into direct communication with the shipping ports of sea-going vessels. The aggregate value of the Lake commerce is estimated at above 200,000,000 dollars, and was, in 1848, 40,000,000 of dollars greater than that of the entire foreign export trade of the United States from all their seaports. The United States and British Lake shipping exceeds 205,000 tons, and employs 13,000 men.

The establishment of regular steam communication with England is considered in the colonies to be of such vital importance to their interests, that the Governments of Canada and of Newfoundland, together with some public bodies, have respectively offered bounties for the encouragement of that object. The committee have concluded a provisional agreement, on behalf of this company, with the contractors, who have obtained the grant for the service of Canada, extending over a period of seven years, and which will require the company, during the first year, to run at least one steamer per month, to and from Quebec or Montreal, from April to October inclusive, and to and from Portland, in the State of Maine, from November to March inclusive, conveying a mail and a Post-office agent if required; and for the six years following to run one steamer per fortnight to and from the same ports. It is also expected that a satisfactory arrangement will shortly be made with the Government of Newfoundland, which may induce the company to carry out the intention of a portion of their vessels calling at that island.

The subject of accelerated communication with America, by the establishment of a packet station on the western coast of Ireland, has recently engaged the attention of the public and the Government, and care has been taken in the draft charter of this company to reserve full powers for the performance of such service.

It is confidently submitted that the objects in view are so identified with the general interest and prosperity of the empire, as to deserve and secure the support of the Imperial Government and the British public.

Shareholders will be protected by charter of incorporation from all responsibility beyond the amount of shares they may hold in the company's stock.

The amount of capital will be called in by payments not exceeding 4*l.* per share, at intervals of not less than three months. Copies of prospectus, with detailed estimates, may be obtained, and application for shares made, according to the annexed form, at the company's temporary office, 11, Leadenhall-street; or at the offices of the brokers, Messrs. Barnett and Ellis, 11, Birchin-lane; Henry Tudor & Son, 29, Threadneedle-street, London; or of Messrs. D. and J. B. Neilson, Liverpool.

FORM of APPLICATION for SHARES.

To the Provisional Committee of the London, Liverpool, and North American Screw Steam Ship Company.

Gentlemen,

I request you will allot to me — shares, of 20*l.* each, in the above undertaking; and I agree to accept the same, or any less number which may be allotted to me, and to sign the necessary deeds, and to pay, when required, the deposits and calls, or in the event of my failing to do so, I agree that the shares allotted to me, with the deposits and calls paid thereon, shall be forfeited to the use of the company.

Dated the day of , 185 .

Name in full,
Trade or profession,
Address,
Name and address of reference,

— No. 18. —

To the Committee of Her Majesty's Privy Council appointed for the consideration of matters relating to Trade and Foreign Plantation.

The Memorial of the undersigned Shipowners of the Port of *Liverpool*, engaged in the Trade between the United Kingdom and Canada,

Showeth,

THAT an application has been recently made to, and is now under the consideration of your Honourable Board, for a charter to "London and Liverpool and North American Screw Steam Ship Company," formed for the purpose of carrying passengers and goods to and from ports in the United Kingdom, and ports in Canada, and other ports of British North America and the United States.

That such application of the said company is for a special charter limiting the liability of the shareholders.

That your memorialists respectfully submit to your Honourable Board that the granting of such a charter would be an act of great injustice to your memorialists and other shipowners engaged in the like trade.

That your memorialists have invested a large capital in British shipping engaged in the Canada trade, and are liable to the full amount of their individual property to make good their debts, engagements, and responsibilities as such shipowners.

That the effect of granting special privileges, as respects limited liability, to the above company, would be to bring into unequal competition with your memorialists a large amount of capital, without subjecting the proprietors of such capital to those risks and contingencies to which your memorialists are subject in common with other traders; for under such a charter as sought for, the above company will not be restrained in their business by the ordinary rules of commercial caution, but may run the hazard of operations for the chance of profit; because, if unsuccessful, the extent of individual loss will be comparatively trifling, whilst the effect of such operations, carried on by such competing company, may be most injurious to your memorialists.

That all such charters have been considered in modern times contrary to sound policy, for they are calculated to give a dangerous impetus to the spirit of gambling, and they tend greatly to discourage all private enterprise.

That there is nothing special in the circumstances of the above company, nor are there any requirements in the trade in which they propose to embark which call for a departure from the general practice of your Honourable Board in granting charters to joint-stock companies, and under which charters shareholders are liable to the full amount of their individual property.

Your memorialists therefore humbly pray that your Honourable Board will not grant a charter, with a limited liability, to the London, Liverpool; and North American Screw Steam Ship Company.

And your memorialists will ever pray, &c.

(signed)

Cannon, Miller, & Co.
Cunnard, Munro, & Co.
James & Morron.
Rankin, Gilmour, & Co.
Allen & Gillespie.
Kenneth, Dowie, & Co.
Glent Anderson.
Jernie, Brothers, & Co.
J. S. P. Robinson.
David Cannon, Sons, & Co.
Pro. Edward Oliver,
Jno. Bedell.

M'Calmont, Brothers, & Co.
Gainger, Bristow, & Johnson.
Garnock, Bibby, & Co.
Brown & Harrisons.
A. Anthony & Robinson.
Duncan Gibb.
Geo. P. Oxley & Co.
J. N. Graves.
William Fisher & Son.
Still, Coubrough, & Still.
Kirk & Turnip.

[Left by a deputation.]

— No. 19. —

To the Right Honourable the Lords of the Committee of Privy Council for
Trade and Plantations.

The Memorial of the Merchants' House of *Glasgow*,

Humbly sheweth,

THAT your memorialists are deeply interested in the shipping interests of the kingdom, not only as individuals personally connected, but as regards also the prosperity of the city of Glasgow and mercantile interests generally.

That your memorialists have been informed that an application has been made by the London, Liverpool, and North American Screw Steam Ship Company (provisionally registered) for the grant of a charter of incorporation, under 1 Vict. c. 73, and that the same be referred to your Lordships by Her Majesty, and that similar applications have been made, or are about to be made, to your Lordships by other companies.

That your memorialists, while acknowledging it is competent for your Lordships to grant such a charter limiting the liability of the members of the company thereby to be associated, yet they would humbly represent that such a charter and privilege should not be granted, but under very peculiar circumstances of public advantage and private risk, when the objects are not likely to be attained by private enterprise.

That your memorialists feel confident no such urgent necessity can be adduced by the aforesaid company, and their experience of chartered companies is not such as to encourage their extension, and they would strongly deprecate the granting of a charter of limited responsibility, especially while the existing shipping interests, both sailing and steaming, connected with the same ports, are under unlimited responsibility, and with capital invested to an amount compared with which the proposed capital of the aforesaid company is insignificant.

That your memorialists are satisfied that private companies will sufficiently promote navigation and intercourse to all parts of the world without such a privilege, in accordance with which every year is increasing the shipping of the kingdom, and every building yard on the River Clyde where shipbuilding is most extensively carried on is at present taxed to the uttermost, and yet cannot supply the demand for paddle and screw steamers required for private enterprise.

That, besides, your memorialists are aware a committee of the Honourable House of Commons was last Session engaged taking evidence as to whether limited liability would be conducive to the mercantile interests.

Your memorialists therefore would respectfully submit to your Lordships the propriety of delaying the consideration of such applications as the one in question until a decision is come to by that Honourable House.

Your memorialists would therefore respectfully but earnestly pray your Lordships not to accede to the application of the Screw Steam Ship Company aforesaid, or of any other company or companies who may apply to your Lordships for a charter of incorporation for the purposes aforesaid.

Signed and sealed with the corporation seal of the Merchants' House,
in name and by appointment of said House, at Glasgow, the 26th day
of November 1852.

James Hannan, Dean of Guild.

[Left by a deputation.]

— No. 20. —

To the Right Honourable the Lords of the Committee of Privy Council for
Trade and Plantations.

The Memorial of the Provost, Bailies, and Town Council of the Burgh of Port
Glasgow, in Scotland.

Humbly sheweth,

THAT the attention of your memorialists has been called to an application that has been made by the London, Liverpool, and North American Screw Steam Ship Company (provisionally registered) for the grant of a charter of incorporation, under the provisions of the Act 1 Vict. c. 78, which application has been referred by Her Majesty to your Lordships; and they have also heard that similar applications have been, or are about to be, made by other companies.

That the memorialists understand that this company have applied for a limitation of the responsibility of the shareholders composing the company about to be constituted.

That your memorialists view with alarm the concession of the privilege now sought by this company, which, if granted, will prove, in the opinion of the memorialists, highly detrimental and injurious to the public, and more especially to the existing mercantile and shipping interests of the country.

That there are no grounds of a public nature to entitle this company to trade on such terms, which would place at so great a disadvantage other parties engaged in similar traffic, where immense capital is invested under an unlimited responsibility.

Your memorialists therefore respectfully, but earnestly, pray your Lordships to refuse the application of the screw steam ship company aforesaid for a charter of incorporation on the above terms, or of any other company or companies who may apply for a similar privilege.

And your memorialists will ever pray.

Signed, in our name and by our appointment, and the common seal of the Burgh is hereto appended, at Port Glasgow, the 25th day of November 1852, by

Andrew Hair,
Acting Chief Magistrate.

[Left by a deputation.]

— No. 21. —

To the Right Honourable the Lords of the Committee of Privy Council for
Trade and Plantations.

The Memorial of the undersigned Merchants and others of *Greenock*, interested
in the Trade between this Country and Newfoundland,

Showeth,

THAT communication by steam has, of late years, been opened between England, and almost every part of the world, including the United States, and contiguous to the colony with which your memorialists are connected.

That such communication has not yet been extended either to Canada or Newfoundland, and the interests of those colonies, and of your memorialists, are considerably retarded by having to depend entirely on the slow and uncertain voyages of sailing ships, while the neighbouring states enjoy the advantage of receiving their supplies from Europe by steam vessels with rapidity and regularity.

That your memorialists are convinced that the trade between this country, Newfoundland, and Canada would be materially benefited and increased by the establishment of direct steam communication.

That your memorialists are of opinion that such a communication will not be established, unless by a chartered company, owing to the large amount of capital required for the purpose, and the reluctance of parties to become shareholders in

ocean steam companies, unless their liability is limited, or a prospect of a return is insured, on the capital invested from Government contracts.

That your memorialists have heard that the London, Liverpool, and North American Screw Steam Ship Company propose to establish a line of steam vessels between Liverpool, Newfoundland, and Canada, and have petitioned Her Majesty to grant them a Royal charter of incorporation, and that their petition has been referred to your Lordships.

That your memorialists believe the interests of those two important colonies would be materially promoted by the grant of such charter of incorporation.

Your memorialists therefore pray that your Lordships will be pleased to recommend that such charter may be granted accordingly.

(signed)

J. and W. Stewart.
James Hunter & Co.
Archd. Sword.
H. Dempster.
Hugh Ritchie.
Thomas Kincaid.
Fish, Brown, & Co.
John Erskine.
John Miller & Co.
M'Arthur & Binnie.
D. & G. Brymner.
Dond. M'Larty & Co.
William Clark.
Kerrs & M'Bride.

Foulds & Bone.
Williamson & Glasford, solicitors.
Macpherson & Co.
Alexander Anderson.
William Alexander Campbell.
John H. Carmichael.
Robt. Dunlop.
Colin M'Millan.
John Clark & Son.
Robert Fullarton.
Robert Blair.
John Stewart.
Duncan Hoyle.

Greenock, 29 November 1852.

[A similar answer to the preceding ones returned.]

— No. 22. —

To the Lords Committee of Her Majesty's most Honourable Privy Council
for Trade and Plantations.

The Memorial of the undersigned Merchants and others of *Manchester*, interested
in the Trade between this Country and Canada and Newfoundland,

Showeth,

THAT communication by steam has of late years been opened between England and almost every part of the world, including the United States, which are immediately contiguous to the colonies with which your memorialists are connected.

That such communication has not yet been extended to either Canada or Newfoundland, and that the interest of those colonies, and of your memorialists, are seriously injured by having to depend entirely on the slow and uncertain voyages of sailing ships, while the neighbouring States enjoy the advantage of receiving their supplies from Europe with rapidity and regularity by steam vessels.

That many of your memorialists' correspondents, resident in Canada, have recently gone to the United States to purchase goods, which they formerly imported from England, to the manifest disadvantage of the trade of this country.

That attempts have been made to establish a direct steam communication between this country and Canada without success, and your memorialists are of opinion that such a communication will not be established unless by a chartered company, on account of the large amount of capital required for the purpose, and the reluctance of parties to become shareholders in ocean steam companies, unless their liability is limited, or a prospect of a return is insured on the capital invested from Government contracts.

That

That your memorialists have heard that parties calling themselves "The London, Liverpool, and North American Screw Steam Ship Company," propose to establish a line of steam vessels between Liverpool, Newfoundland, and Canada; that they have petitioned Her Majesty to grant them a Royal charter of incorporation, and that their petition has been referred to your Lordships.

That your memorialists believe that the interests of those two important colonies would be materially promoted by the grant of such charter of incorporation.

And your memorialists respectfully pray that your Lordships will be pleased to recommend that such charter may be granted accordingly.

(signed)

Robert Barbour & Brothers.	S. and W. Watts & Co.
J. P. K. E. Wetthead & Co.	Mushan, Luse, & Co.
Samuel and Thomas Ashton.	Kelly & Gillmond.
John Pender & Co.	John and Nath. Philips & Co.
Richard Birley & Co.	James M'Laren & Nephews.
Samuel Sanday & Sons, S. W.	George Faulkner & Co.
Gibson Ordko.	Finnie, Brothers, & Co.
Charles Mackintosh & Co.	Wright, Parew, & Co.
Thornton, Firth, & Co.	James Brown, Son, & Co.
Samuel Fletcher, Son, & Co.	W. Waú Gromhowt & Irving.
Potter & Norris.	Robert Gardiner.
Wright & Lee.	Portal Broadhurst Lee.
George Frasar, Son, & Co.	Elkanah Armitage & Sons.
H. Houldsworth.	Horrocks, Jackson, & Co.
Thomas Bazley.	Schroales & Chamberlin.
Hugh Shaw.	<i>Pro</i> P. Novelli,
W. M'Connel.	Geo. Dunmer.
W. Rigby Murray.	B. Lubert.
Crafts & Stell.	John Edmund Gundy.
Callender Ins. Dodgshen.	Sam. Meades.
Dufay & Co.	Jas. Carlton Walker & Co.
John Munn & Co.	

Manchester, 19 November 1852.

[A similar answer to the preceding ones returned.]

— No. 23. —

To the Right Honourable the Lords of the Committee of Privy Council for Trade and Plantations.

The Memorial of the undersigned Merchants and others of *Glasgow*, interested in the Trade between this Country and Canada and Newfoundland,

Showeth,

THAT communication by steam has of late years been opened between England and almost every part of the world, including the United States, immediately contiguous to the colonies with which your memorialists are connected.

That such communication has not yet been extended either to Canada or Newfoundland, and the interests of those colonies and of your memorialists are considerably retarded by having to depend entirely on the slow and uncertain voyages of sailing ships, while the neighbouring States enjoy the advantage of receiving their supplies from Europe by steam vessels with rapidity and regularity.

That your memorialists are convinced that the trade between this country, Newfoundland, and Canada would be materially benefited and increased by the establishment of direct steam communication.

That your memorialists are of opinion that such a communication will not be established unless by a chartered company, owing to the large amount of capital required for the purpose, and the reluctance of parties to become shareholders

in ocean steam companies, unless their liability is limited, or a prospect of a return is insured on the capital invested from Government contracts.

That your memorialists have heard that the London, Liverpool, and North American Screw Steam Ship Company propose to establish a line of steam vessels between Liverpool, Newfoundland, and Canada, and have petitioned Her Majesty to grant them a Royal charter of incorporation, and that their petition has been referred to your Lordships.

That your memorialists believe the interests of those two important colonies would be materially promoted by the grant of such charter of incorporation.

Your memorialists therefore pray that your Lordships will be pleased to recommend that such charter may be granted accordingly.

(signed)

A. and S. Henry & Co.	Arthur & Fraser.
George Dorstan.	Wingate & Fleming.
P. p. James Mackenzie & Co.	James Templeton & Co.
Robert Weir & Co.	Robert Stewart & Co.
For Monkland Iron and Steel	Netsons & Co.
Company, William Murray.	James Scott, 23, Exchange-
Godfrey, Pattison, & Co.	square.
H. Gourlay & Co.	James Black & Co.
John Wilson & Sons.	Charles Turner & Co., St. Rollox.
W. H. Dobie.	William Mills.
Robert Chrystal.	Reid & Whiteman.
W. B. Huggins & Co.	J. H. Paterson & Co.
Bogle, Kerr, & Co.	Rainy, Knox, & Co.
R. and P. Mitchell & Co.	J. Robertson & Co.
Muir, Brown, & Co.	Robt. Johnston, Oakbank Fac-
Jas. J. Robertson & Co.	tory.
John Leadbetter & Co.	Archd. M'Nair.
Drummond, Macfarlan, & Co.	James Laurie & Co.
Saml. R. Thomas Brown.	William Muir.
D. O. G. Macdonald & Co.	Craft & Stell.
Heron, Dickson, & Co.	Kaye, Findlay, & Co.
William M'Laren, Sons, & Co.	James Broom & Co.
Alexander Abercrombie & Co.	Peter W. Clark.
Daly, Spence, Buchanan, & Co.	Shaw, Turnbull, & Co.
John Stewart & Co.	John and James Turner, p.
Pat. James Mills.	p., Wm. T.
George J. Lyon & Co.	Auld & Buckanan.
Thomas Muirhead & Co.	James M'Lean & Co.

Glasgow, 19 November 1852.

[A similar answer to the preceding ones returned.]

— No. 24. —

To the Right Honourable the Lords of the Privy Council for Trade.

The Memorial of the Committee of Merchants of the City of *Cork*,
Showeth,

THAT your memorialists are apprised that a company, called "The London, Liverpool, and North American Screw Steam Ship Company," have applied to your Lordships for a Royal charter of incorporation.

That your memorialists are informed that the company intend to run the vessels from London, Liverpool, Belfast, and Queenstown, to Newfoundland and Canada, as well as to the United States.

That no direct communication by steam vessels exists between Ireland and America.

That your memorialists consider such a means of intercourse would be of great advantage to this country, both with reference to its commerce and the vast emigration of the people.

That

That your memorialists are of opinion that a chartered company, with large capital, is the only mode by which steam vessels of the required power will be afforded to this country.

That the superiority in speed, certainty of arrival, accommodation, and improved sanitary arrangements of steam over sailing vessels, afford incalculable advantages to emigrants, in the saving of time, and the probable prevention of disease, engendered by long passages; and they at once will be enabled, on landing, to pursue their avocations: all these are matters of importance that cannot be overrated.

Your memorialists therefore pray your Lordships to advise Her Majesty to grant a Royal charter to this company, on such conditions as your Lordships may deem expedient.

(signed) *Thos. S. Reeves*, President.
Frederick Honan,

Secretary and Treasurer, Committee of Merchants.

Commercial Buildings, Cork,
26 November 1852.

[A similar answer to the preceding ones returned.]

— No. 25. —

To the Honourable the Lords of the Committee of Privy Council for Trade and Plantations.

The humble Memorial of the undersigned Merchants, Manufacturers, and others, of the Town of *Bradford*, in the County of York,

Showeth,

THAT your memorialists have been informed that an application has been made to your Lordships by a company called "The London, Liverpool, and North American Screw Steam Ship Company," for a Royal charter of incorporation.

That the said company propose to sail steamers frequently, and at stated periods, between Liverpool and Canada and Newfoundland, for which purpose a number of steam vessels and a large capital will be required.

That your memorialists are satisfied that the establishment of this line of steam vessels will be the means of increasing the traffic with this country, and materially benefit the North American colonies.

That your memorialists believe that the necessary capital will not be subscribed unless a charter of incorporation be granted, and that such grant of charter of incorporation to this company will not interfere with private enterprise, as no individuals will undertake to carry out the objects of the company without a large grant from Government.

Your memorialists therefore humbly pray that your Lordships will be pleased to advise Her Majesty to grant her Royal charter of incorporation to the said company, under such conditions as to your Lordships may seem right.

(signed) T. S. Moller & Ehrenmarting.	Jacob Behrens.
Emanuel & Sons, Incressais.	Per Renss, King, & Co.
P. pro Frank & Co.,	Wm. Puls & Co.
Jno. King.	Rennie, Tetley, & Co.
Per George T. Meyer,	McKean, Tetley, & Co.
William, Esq.	Craven & Hand, P.
P. p. A. P. H. Nathan,	P. p. Heymann & Alexander,
J. Flalippe.	H. Newman.
G. E. Gishol.	J. C. Elkhart, junior, & Co.
Per Leochester, B. & Co.	F. sig. C. Houeyard & Co.
Aders, Preyer, & Co.	P. p. S. L. Behrens & Co.,
Per Kessler & Co.	J. A. Muir.
T. P. Neville.	S. Lowesthall.
W. H. Kelhorn.	

[A similar answer to the preceding ones was returned.]

— No. 26. —

Steam Shipowners' Association,
 Offices, 137, Leadenhall-street, London,
 30 November 1852.

Sir,

I AM directed by the committee of this association to address you in reference to an application for a charter of incorporation, which is now being made to the department over which you preside, by the London, Liverpool, and North American Screw Steam Ship Company.

Having, when a like application was made by the North of Europe Company, had the honour of submitting to you in detail the several objections which lie to the concession of limited liability to steam companies, except in special cases, the committee are unwilling to trespass upon you by recapitulating them. They deem it sufficient briefly to allude to the grounds upon which such a privilege has hitherto been granted, and to the circumstances of the company now applying for it.

With respect to the cases in which a limited liability has been conferred, the concession has been made on public grounds alone, either for some national purpose, such, for example, as improved postal communication, or for some important commercial object, unattainable by unprotected private enterprise; and not even in those cases, unless where a large proportion of the capital required had been previously paid up.

On none of these grounds, it is submitted, can the London, Liverpool, and North American Company rest their application for a charter. There is nothing of a national character in their undertaking; nothing in it, viewed commercially, of unusual magnitude, novelty, or hazard; while no results are contemplated which have not already been accomplished by companies or individuals whose liability is unlimited, and the whole of whose property is embarked in their respective enterprises, and to whom, consequently, a charter would be valueless for the purpose for which it is sought by the present applicants, namely, as a means of raising their required capital. The circumstance of their proposing to afford a more frequent and expeditious means of intercourse with Canada, does not make their case an exceptional one, as, now that the capabilities of screw steamers are more fully ascertained, parties will be readily found who will be disposed, without the inducement of a limited liability, to extend the advantages of that mode of communication to our American colonies.

For these reasons, it is respectfully submitted that the application should not be granted.

The subject is one of the deepest importance to the shipping interest, and is engaging the anxious attention of the many companies that form this association.

In laying their views before you, I am further directed to state, that the committee have been requested to ask the favour of an interview, to enable their constituents to submit their opinions to you at greater length; but in this suggestion the committee have not acquiesced, as they are unwilling to trespass upon your much occupied time; and having on a previous occasion communicated their objections in detail, they are induced to believe that a second interview will not be necessary:

I have, &c.
 (signed) *W. C. Morgan.*

The Right Honourable J. W. Henley, M.P.,
 &c. &c. &c.

[A similar answer to the preceding ones returned.]

— No. 27. —

To the Right Honourable the Lords of the Committee of Privy Council for
 Trade and Plantations.

The Memorial of Merchants, Bankers, Professional Men, Traders, and others,
 of the Port of *Plymouth*,

Showeth,

THAT your memorialists are informed an application has been made to your Lordships by a company called "The London, Liverpool, and North American Screw Steam Ship Company" for a Royal charter of incorporation.

That

That your memorialists understand it is the intention of the said company to run steam vessels from London and Liverpool to Newfoundland and Canada, as well as to the United States, a portion of them making this place their final port of departure.

That there is at present no direct steam communication between this country and the colonies above named.

That such a communication would materially advance the interests of these colonies, and has been for some years past anxiously desired by the colonial Governments, as well as by the mercantile interests there and at home.

That your memorialists, being persons interested in the increase of the commerce of this country with her dependencies, and especially desirous of seeing an improved system of communication with the North American colonies, are anxious that the proprietors of steam vessels should be encouraged to employ them in that trade, which they understand they have declined doing, because they believe the profits would not be so large as individuals expect for the investment of capital in such an enterprise.

That your memorialists are convinced the great benefits of steam communication will not be extended to the North American colonies for many years to come, unless through the instrumentality of a chartered company, with a large capital, the shareholders in which would be satisfied with a moderate return on their investments.

That in consequence of the long passages made by sailing ships (the only mode of conveyance at present for goods to the above-named colonies), the merchants and traders of Canada have lately found it to their advantage to purchase considerable portions of their supplies in New York, and other markets in the United States, to the injury of the trade of this country in general, and of your memorialists in particular, which trade would, in a great measure, revert to England if the speed and regularity of steam vessels were applied to the conveyance of goods to Canada.

That the only mode of conveyance for emigrants to the North American colonies is also by sailing vessels, that frequently make very protracted voyages, during which great misery is suffered, with loss of many valuable lives, which will be entirely prevented to the extent that accommodation may be afforded by steam.

That with the rapidly increasing demand for emigration, the want of more efficient means for the safe and speedy transit of emigrants is becoming daily a more urgent and pressing demand, especially as the desire for emigration is spreading in an upward direction amongst the middle classes of society, who naturally look for the more certain means of transit, which steam vessels alone can give, and which can only be provided in adequate numbers by the application of the funds of influential chartered companies.

Your memorialists therefore pray that your Lordships will be pleased to advise Her Majesty to grant a Royal charter of incorporation to such parties as may be willing to extend the advantages of steam communication to Canada and Newfoundland, on such conditions as your Lordships may deem expedient.

And your memorialists will ever pray, &c.

(signed) Harris, Bulteel, & Co., bankers, Plymouth.
 Joseph Silver, manager of the National Provincial Bank,
 Plymouth.
 W. H. Hawker, merchant.
 Charles T. Reeves, solicitor.
 David Derry, banker, Plymouth.
 H. M. Gibson, Mayor of Plymouth.
 Thos. Woolcombe, Chairman South Devon Railway
 Company.
 George Dansey, surgeon, Devonport.
 Rendle & Harris, wine-merchants, Plymouth.
 Richard Hicks.
 Stratton J. Coles, surgeon dentist, Plymouth.
 Seaman & Lansdown, general drapers, &c.
 T. M. Evans, merchant, Plymouth.
 J. G. Elsworthy, solicitor.
 Croker, Brothers, auctioneers, &c.
 Whiteford, Bennett, & Tucker, solicitors.

J. B. May, outfitter.
 Wm. Shephard & Son, grocers and provision dealers.
 Wm. Adams, tailor and outfitter.
 Rt. White Stevens, shipowner.
 Joseph Wills, shipowner and provision merchant.
 Roger Lidstone, newspaper proprietor.
 W. Radmore, Globe Hotel, Plymouth.
 M. P. Eardley, china and glass dealer.
 Thomas M. Vicar, chemist and druggist.
 Skardon & Sons, auctioneers, Plymouth.
 Francis A Chubb, Commercial Hotel, Plymouth.
 Isaac Latimer, proprietor of the "Plymouth Journal."
 Radford & Stotlid, 31, Bedford-street.
 S. C. Parkhouse, 16, 17, and 18, Bedford-street.
 Thomas Jarris, 31, George-street, glass and china dealer.
 Coombes & Thanat, 48 and 49, Bedford-street.
 P. A. Ward, 5, Whimble-street.
 D. Thomas & Co., 47, Bedford-street.
 James Land, 18, George-street.
 Anthony Harvie, 34, Southside-street.
 J. B. Rowe, bookseller, 9, Whimble-street.
 W. Speerman, draper, Whimble-street.
 E. Filder, gentleman, Estover House.
 Robt. Clark, agent for Dublin steamers.
 Robt. Morris, George-place, banker.
 J. G. Edmonds, Plymouth, solicitor.
 George Turvey, Plymouth, bookseller.
 Wm. H. Wearing, George-street.
 Elias Watts, ship Chandler, &c.
 Thomas Cole, china merchant.
 P. Adams & Co., 6 and 7, Treville-street.
 Dable, Rundle, & Brown, Old Town-street.
 Josh. Lonsdale, Old Town-street.
 John B. Densham, Old Town-street.
 Holman & Parden, Old Town-street.
 Stephenson, Brothers, Old Town-street.
 Henry Feather, Bedford-street.
 Plunsaul, Brothers, Bedford-street.
 Josias Elliott & Co., Bedford-street.
 Joseph Arnold, jun., Bedford-street.
 Joseph Norrington, hosier, Bedford-street.
 John Holman, chemist, George-street.
 J. N. Harder, George-street.
 William Trebilcork, George-street, Plymouth.
 R. K. Geldard, George-street, chemist.
 H. Hyman, George-street, Plymouth.
 Thomas Doidge, Whimble-street, Plymouth.
 John Edward Deagen, Parade, chemist.
 Edward Davies, Southside-street, sailmaker.
 William Stanbury, Southside-street, Plymouth.
 Isaiah G. N. Kaye, printer, Bilbury-street, Plymouth.
 James Wilton, tailor, Bilbury-street.
 J. H. Stephens, surgeon dentist, Backwell-street.
 William Gibbons, druggist, Treville-street.
 Edward S. Codd, 8, South Devon-place, Plymouth.
 Felix Nicholson, bookseller, &c., Bedford-street.
 W. Marshall, solicitor, Plymouth.
 Wm. Hy. Locke, bookseller, Plymouth.
 Wm. Stuart, c.e., Breakwater, Plymouth.
 J. B. Wilcocks, agent to Her Majesty's Emigration Commissioners.

Plymouth, November 1852.

[A similar answer to the preceding ones returned.]

— No. 28. —

To the Honourable the Lords of the Committee of Privy Council for Trade and Plantations.

The humble Memorial of the undersigned Merchants, Brokers, and others, of the Borough of *Liverpool*, in the County of Lancaster,

Showeth,

THAT your memorialists have been informed that an application has been made to your Lordships by a company called “The London, Liverpool, and North American Screw Steam Ship Company” for a Royal charter of incorporation.

That your memorialists understand that during the first year of the establishment of the company it is the intention of the said company to run a steamer once every month between Liverpool and Montreal or Quebec, for seven months of the year, and between Liverpool and Portland, which is connected with Canada by railway, once a month, for the remaining five months of the year; and that during the next six years of the establishment of the company they intend to run a steamer once a fortnight to Canada during the summer months, and once a month to Portland during the winter months.

That there is at present no direct steam communication whatever between Great Britain and the British colonies of Canada and Newfoundland, North America, and the steam communication between Great Britain and the United States is quite insufficient for the increasing traffic in goods and the conveyance of emigrants; the only direct steam communication between those countries (with the exception of three steamers belonging to individuals, which run at irregular intervals,) being kept up by two companies, called the Cunard Company, and the Collins Company, who do not convey emigrants, and who receive from their respective Governments very large annual grants.

That to enable the public to enjoy the full benefits of steam communication, it is requisite that the vessels should sail frequently, and at stated intervals, and for this purpose a number of steam vessels and a large capital is required.

That your memorialists have been informed that the said company will require the sum of 600,000 *l.* to carry out the objects which it contemplates, and your memorialists are satisfied that this amount cannot be raised without a charter of incorporation, as it is obvious that the amount required is much too large a sum for private enterprise, and it is notorious in the commercial world that men of large fortunes will not subject themselves to unlimited liability by embarking in joint-stock undertakings of magnitude with other shareholders, whose names are unknown to them, and who have a voice in the management of the undertaking.

Your memorialists submit that to refuse a charter of incorporation, with limited liability, to the proposed company, will in all probability prevent the outlay of a very large sum of money, calculated to produce the greatest benefit to the North American colonists, and to prevent them from enjoying for a long period the benefits to be derived from direct steam communication with Great Britain, and will at the same time throw a considerable portion of the passenger traffic of such colonies into the subsidised line of a foreign power.

And your memorialists lastly submit, that a grant of a charter of incorporation to the said company will not interfere with private enterprise, as no individuals will be found to undertake the objects of the company without a large Government grant.

Your memorialists therefore humbly pray that your Lordships will be pleased to advise Her Majesty to grant Her Royal charter of incorporation to the said company, under such conditions as to your Lordships may seem right.

Bailey, Brothers, & Co.
Job, Brothers.
Ridley, Son, & Co.
W. and H. Thomas Gardiner,
& Co.
Hagwou, V. M.
William Lewis & Sons.

Charles R. Taylor.
David Stuart & Co.
Still, Couborough & Still.
Barnet, Brothers.
Niel Waterhouse & Sons.
Dennistoun, Mitchell, & Co.
D. Buchanan, Sons, & Sheppard.

S. Middleton & Sons.	Phelps, James, & Co.
W. L. Myers, Son, & Co.	John H. Greene & Son.
Chas. Mogg, Sartuage, Fletcher, & Co.	P. p. John and Thos. Johnson.
John S. Deltolf & Co.	Jno. Barbour & Co.
Williams, Park, & Co.	Campbell, Arnott, & Co.
Stewart, Kers, & Co.	Robt. Cochran.
C. Robertson.	W. Tarbet & Sons.
M'Gachen & Co.	Alexander Duranty & Co.
Josh. Toplis & Co.	Tho. William Paten & Co.
Maxwell, Brothers.	Ferguson, Pillans, & Co.
William Fry & Sons.	P. pro, Alexander Allan & Co.
Lloyd Rayne.	Jno. Stuart.
Jno. & Nil Harnett.	Henry Moore & Co.
David Powell.	D. & T. B. Neilson,
	Peter Marrow & Co.

[A similar answer to the preceding ones returned.]

— No. 29. —

Sir,

Burlington Hotel, 2 December 1852.

At the interview we had with you at the Board of Trade you expressed a great desire that the communication with Quebec, contemplated by the Canadian Government, should be carried out.

I readily admit that there are good reasons why it should be done ; I brought the subject under the notice of the Government myself some time ago ; I was pleased to hear you advocate it. I do not join with those who wish to suppress a measure of public utility because it may interfere with their private interests ; but care should be taken not to do great injury where it can be avoided.

I now take the liberty of pointing out to you the appliances required for carrying out the Canadian contract.

Two screw steam ships, to cost 40,000*l.* each (I name this sum as this company have purchased, contingently upon obtaining this charter, a new ship for that sum), will do the duty once a month next year, as stipulated for in the contract ; two more will do the duty twice a month the following years, as stipulated for also in the contract. I think, Sir, you will admit that this undertaking is within the ability of private means, and when it is taken into account that the parties have 24,000*l.* a year, a large sum compared with the capital required, they should be enabled to do the work with great advantage, provided they confine their operations to this service, but it would be a mere trifle if thrown into the great operations of this contemplated company.

The Canadian Government have perhaps acted wisely in encouraging this undertaking by a subsidy, but it should be applied to the purpose for which it is granted, and not diverted or mixed up in other operations, which may defeat the original intention. Great companies have not always succeeded.

There can be no pretext for granting a charter, with limited liability, for the accomplishment of this service, it being within the ability of thousands of houses, and the parties are subsidised to guard them against loss, and can do the work better without a charter than with one. This contemplated great company have only introduced this Canadian contract, which was taken by other parties, as a pretext for obtaining the charter, which they could not ask for on any other grounds, as there are many screw ships now employed between this country and the United States, and there will be no lack of them to Canada, if the trade will justify the measure, and the encouragement given by the Canadian Government will soon test it.

Mr. Gilmour stated to you at the meeting that he owned 50,000 tons of shipping employed in the Canada trade, and that he considered that his property would

would be greatly injured by your granting this charter; he also stated that although the screw ships had not been used, there was no doubt that they would soon be used to a great extent in the trade to Canada. I did not like to say to you in the presence of so large an assembly, that we have from 35,000 to 40,000 tons of steam ships (including some that are in the course of construction), costing one million and a quarter of money, that would also be jeopardised and injured by your granting this charter. As I have no reason to expect that an assertion of mine, unsupported, will be received by you, I shall send you a detailed account of each steam ship, her name, tonnage and horse power, in verification of my statement.

We expect, and are prepared to meet fair competition, but we are not prepared to stand against a company of this kind, who profess in their prospectus to embrace the whole trade between Great Britain and North America, and who may recklessly carry on operations in London under their 15 directors to destroy all opposition, being aware that individuals cannot stand out against them with limited liability. I now beg to add my entreaty to that of the shipowners from every part of the kingdom, that you will not grant this charter, which I am satisfied would inflict upon us a great amount of injury, and encourage reckless speculation; no prudent man would embark his capital in the face of such a company.

I remain, &c.

The Right Honourable J. W. Henley,
President, Board of Trade.

(signed) *S. Cunard.*

— No. 30. —

Sir,

Austin Friars, 4 December 1852.

THE following remarks are submitted to you, pursuant to your request, for the purpose of showing that the objects of the London, Liverpool and North American Screw Steam Ship Company, as disclosed in the prospectus herewith sent, will, in the opinion of the provisional committee of that company, be defeated by the limitation of its operations to the United Kingdom and the British North American colonies, and excluding the ports of the United States.

1. The scheme, as disclosed by the prospectus, shows the profitable employment of 10 iron screw steamers, each having a measurement of from 1,800 to 2,000 tons, between the port of London, the ports of British North America, and of the United States, and between the port of Liverpool and the same Transatlantic ports.

2. The trade between the United Kingdom and Canada and Newfoundland will not, at present, support more than two steamers per month, starting alternately from London and Liverpool. To perform this service alone, three steamers would be required at London, and the like number at Liverpool; but if one steamer per month were also sent from each port (as proposed by the provisional committee), five steamers at London, and five at Liverpool, would perform the joint service equally. To perform the service for Canada and Newfoundland alone, an establishment must be kept up at London, and another at Liverpool, the expense of which would be too great in proportion to the work these establishments would have to perform. The same establishments would provide for the vessels to New York, as well as to Canada and Newfoundland, without any increase to their cost. Furthermore, it is to be borne in mind that the navigation of the St. Lawrence is generally closed during five months of the year, and unless the company has the power of sending their vessels to ports south of the St. Lawrence (and especially during the winter months), it would be impossible to run them to profit.

3. The capital required for the restricted operations of the company to Canada and Newfoundland would be only 360,000 £., which is understood to be less than the sum for which the Board of Trade think it advisable to grant charters of

incorporation ; whereas the prospectus issued to the public, and under which applications for shares have been made, fixes the minimum capital at 600,000 £., from which it is not competent to the committee now to recede.

4. There is not at present any steam communication between London and New York, either for goods, passengers, or emigrants, and the steamers between Liverpool and New York do not carry emigrants. The deficiency in both these respects will be supplied by this company. The competition of this company in the New York trade will be almost entirely with sailing ships, and those exclusively (or nearly so) belonging to the United States. Their only competition with any existing steam interest will be in regard to the extremely small proportion of goods shipped on board steam vessels from Liverpool.

The trade between Liverpool and New York is increasing so rapidly every year, that it will readily employ the ships proposed by this company to be placed on the line, without displacing a single ton of shipping, propelled either by steam or sail, that is at present employed between those ports.

We have, &c.

To James Booth, Esq.
Secretary to the Board of Trade,
Whitehall.

(signed) *Wadeson & Malleson.*

— No. 31. —

Sir,

Burlington Hotel, 4 December 1852.

IN my letter to you, dated the 2d instant, I stated from memory the amount of tonnage of steam ships owned by us. I now enclose you a detailed account, containing the name, tonnage, and horse power of each vessel, amounting to 34,441 tons and 10,731 horses' power.

I have just been informed that it was stated to you by the parties applying for this charter, that our liability is limited to our respective shares by the law of Scotland. The object of this statement is very plain, but it is quite incorrect : we are liable, jointly and severally, for the whole amount of our engagements to the extent of our individual property ; we have no such protection.

These parties also stated to you, that they traced the opposition to the granting of this charter, in every instance, to me ; this you must be aware is incorrect, as you have received memorials from the great shipping interests in every part of the kingdom ; they have also requested their representatives to wait on you to protest against this measure.

I have not been out of London, and do assure you that I have not written or applied to any of these parties. I have received communications, but not in reply to any solicitation on my part ; I relied upon the justice of my own representations to you. I could not believe that the Government would do so great an act of injustice to me, and to the whole shipping interest of the country, to favour these projectors.

I have heretofore in my communications with you refrained from making any personal observations respecting the applicants for this charter, but as they have taken liberties with me, and have made mis-statements calculated to deceive you, with the object of advancing their own interests, I have now no hesitation in saying that the 15 directors to this project, embracing (as set forth in their prospectus) the whole trade between Great Britain and North America, do not own collectively 1-10th part of the amount of shipping owned by Mr. Gilmour alone, who stated to you that he considered the granting of this charter as destructive to his interest. The shipowners throughout the kingdom have expressed to you the same sentiments in their petitions ; they did not wait for me to solicit them ; they were quite alive to the injury this measure would do them. I may further add that these projectors are now soliciting signatures in different parts of the kingdom in support of their application ; it comes therefore with bad grace from them to accuse me of doing that which they are doing, but which I have not done.

I cannot

I cannot bring myself to believe that you will grant this charter, to enable these speculators to destroy the confidence of all the shipowners in the country and injure their property.

I have shown you that the Canada part of this concern can be accomplished by private means, and that the Newfoundland part is also within the reach of private capital; these undertakings can be accomplished with less risk of loss by individuals than by great companies. Three or four, or more, houses may join together and have their respective shares expressed on the ship's register; there is no difficulty in the matter; it is quite a common way of owning ships. I have stated to you that my partners and I have upwards of one million and a quarter of money embarked in steam ships, the value of which would be deteriorated by granting this charter; we should have no confidence in running in opposition to such a company, with limited liability, and they have no just claim to such a privilege.

The trade is well understood, and there will be plenty of screw steam ships on the Atlantic before 12 months, if this charter is not granted; it would check the energies of all private individuals.

I am, &c.

The Right Honourable J. W. Henley.

(signed) *S. Cunard.*

You will please to bear in mind that I have not, in any communication made to you, manifested the slightest opposition to the arrangement made by the Canadian Government; on the contrary, I have shown you that the contractors may carry it out with two screw steamers next year, and two additional the following year; they can need no charter for this.

They have 24,000 *l.* a year to assist them, which will give them a decided advantage over all others.

If the contractors confine their operations, for the present, to this object, the views of the Canadian Government for which the grant was made, will be carried out; but if they mix this contract up with the magnificent objects of this great company, the intentions of the Canadian Government will be defeated. The grant of 24,000 *l.* a year is a great consideration in a small concern requiring little capital, but a mere trifle if merged into this gigantic company; it might cover the expense of the London establishment. By granting this charter you would defeat the object of the Canadian Government. I conceive that I have a right to make these observations, because it has been stated to you that the opposition to this charter has been got up by me to prevent the Canadian traffic from being taken out of our hands, whereas I have never opposed this measure in any way. It is true we have built steamers for this trade, but I do not oppose others on that account. These applicants for the charter attribute to me great influence, if I have moved all the shipping interests of the kingdom, who have petitioned you, and who have now directed their representatives to protest in Parliament against the granting of this charter, which would enable the company to run down all opposition from legitimate trade, and then become monopolists. If these gentlemen are the philanthropists they profess to be, desirous of taking under their especial protection the whole trade of the kingdom with the North American colonies and the United States, let them show some confidence in each other, and carry out their projects upon their own responsibility.

The Canadian contract is a mere pretext; 15 directors, 3 trustees, secretaries, clerks, &c. There could have been no justice in depriving the East India Company of their trading charter if you now grant a charter to this absorbing company, and in opposition to the expressed wishes of the whole shipping interest of the kingdom.

(signed) *S. Cunard.*

Enclosure in No. 31.

LIST of STEAM VESSELS owned by Messrs. *Cunard, Burns, MacIver, & Company.*

VESSELS' NAMES.	Total Tonnage.	Horse Power.
Margaret - - - - -	684	220
Cambria - - - - -	1,423	550
America - - - - -	1,826	670
Niagara - - - - -	1,824	670
Europa - - - - -	1,834	700
Canada - - - - -	1,830	700
Asia - - - - -	2,226	800
Africa - - - - -	2,226	800
Camilla - - - - -	485	220
Laurel - - - - -	428	180
Stork - - - - -	430	210
British Queen - - - - -	801	160
Andes - - - - -	1,440	300
Arabia - - - - -	2,500	1,000
Persia - - - - -	3,200	1,000
Alps - - - - -	1,500	300
Taurus - - - - -	1,050	200
Teneriffe - - - - -	1,050	200
Balbec - - - - -	1,000	181
Melita - - - - -	1,014	200
Etna - - - - -	2,100	400
Jura - - - - -	2,100	400
Elk - - - - -	500	250
Stag - - - - -	500	250
{ Jackall - - - - -	200	90
{ Satellite - - - - -	170	80
TOTAL AMOUNT, - -	34,441	10,731

The two last steamers (within brackets) may seem small vessels to be introduced into this list, but small as they are they cost 15,000 *l.*, and are employed as tenders on the Mersey, in connexion with the ocean steamers, and in conveying the mails.

4 December 1852.

(signed) *S. Cunard.*

— No. 32. —

Liverpool and Philadelphia Steam Ship Company,
12 and 13, Tower-buildings, Liverpool,

Respected Friend, 12th month 9th, 1852.

WE have perused with much interest the proceedings in the House of Commons, as reported in the "Times" newspaper of yesterday, with reference to the charter of limited liability sought from your Board for the London, Liverpool, and North American Screw Steam Ship Company.

Up to the present moment we have not in any way interfered, or given any opinions or statements with respect to it, though we feel, and are perhaps more deeply interested than almost any other parties in the matter; but we have remained quiet from the feeling that others with more influence than ourselves had taken up the matter, and that on the representations already made the decision would be formed; but finding in thy speech that memorials were still coming in, we trust this communication will meet with the consideration it may deserve.

We have no wish to argue the question of charters in general, but we think that if a charter is to be granted to a new company, who hold out the prospect of running on a station where (in their own prospectus) they state that they have a Government subsidy of 8 per cent. on the capital stock to be invested in that service, the Liverpool and Philadelphia Steam Ship Company have *à fortiori* a much stronger claim for a charter, inasmuch as they have been the parties to prove the efficiency of screw steam vessels in voyages across the Atlantic, their vessels having been run without any subsidy or aid from Government of any kind, and having been the first vessels running with certainty and regularity on that line, which has now been established for upwards of two years.

If the charter is claimed on the ground that they open a new trade with Canada, we think they have a sufficient warrant against total loss in the subsidy above named.

If, however, it is sought on the ground that they will open a communication with the United States, there is no claim on that ground; for steam ships of our company commenced a regular communication with Philadelphia, a new and untried station, in December 1850, and from that time until yesterday (when the first screw steamer of the Cunard line sailed for New York) have been the only company with steamers crossing the Atlantic from England who have not received assistance or subsidy of any kind.

The owners of the vessels already engaged in our line have invested (without the assistance of any loans of any kind that we are aware of) property to the amount of about 90,000 *l.* sterling, each firm's interest in them averaging about 9,000 *l.*; and to show the willingness to accommodate any increase of trade there may be, they have subscribed capital for an increase of the line, and are at present in treaty for the purchase or building another vessel, increasing the capital of the company to about 130,000 *l.* to 150,000 *l.*, which will be held in shares averaging as above stated, there being only about 10 or 12 firms and individuals, and those all of our immediate friends, connected with it.

We therefore naturally look with some anxiety to a company forming to carry on a trade, which we believe will eventually, if not at present, interfere more or less with our enterprise, and that fear is greatly increased when we see a company with shares of only 20 *l.*, while we ourselves have ours in shares of 9,000 *l.* each or more.

In the traffic to the United States they offer no novelty: our steamers have during the past summer carried cabin passengers at 21 *l.*, 15 *l.* 15 *s.*, and 13 *l.* 13 *s.*, which is as low as any accommodation of the kind can be given, and they have also been carrying, on the average during the past summer, an average of 200 emigrants or steerage passengers per month; and we consider it would be a hardship upon us, that after we have been the pioneers of such traffic (and we humbly submit have shown the feasibility of it to other parties), and have borne the risks and losses of opening the enterprise, if a company formed of small shareholders

were allowed to gain a charter to enable them, by the large amount of capital they advertise for, to come into competition and overpower a smaller company, though it may have a much greater individual stake in the undertaking.

We do not now intend to oppose the granting of the above charter, but for the reasons we have now stated, we think it right to bring in as prominent a light before your Honourable Board as we can, that should the charter be granted to the London, Liverpool, and North American Screw Steam Ship Company, we think that your Honourable Board will in justice be called upon to grant one also to the "Liverpool and Philadelphia Steam Ship Company," which, if that is granted, it is our intention to apply for immediately.

We have not felt ourselves justified in entering further than this into the matter, but should there be any information on the point which we can render, from our experience of two years' working, we shall be happy to attend upon you personally, or answer the questions you may desire to put to us.

We remain, &c.

(signed) *Richardson, Brothers, & Co.*

To the Right Honourable J. W. Henley,
President of the Board of Trade, London.

[A similar answer to the preceding ones returned.]

Enclosure in No. 32.

The Liverpool and Philadelphia Steam Ship Company intend sailing their favourite
Iron Screw Steam Ships as follows :

City of Philadelphia (new)	-	-	2,200 tons	-	-	Capt. R. Leitch,
City of Manchester	-	-	2,125 tons	-	-	Capt. W. Wylie,
City of Glasgow	-	-	1,610 tons	-	-	Capt. K. Morrison,

Are intended to sail as under :

	From Liverpool.	1853.
City of Glasgow	- - - -	Wednesday, 5th January.
City of Manchester	- - - -	Wednesday, 2d February.
City of Glasgow	- - - -	Wednesday, 2d March.
City of Manchester	- - - -	Wednesday, 30th March.

	From Philadelphia.	1853.
City of Manchester	- - - -	Thursday, 6th January.
City of Glasgow	- - - -	Thursday, 3d February.
City of Manchester	- - - -	Thursday, 3d March.
City of Glasgow	- - - -	Thursday, 31st March.

Rates of Passage.

From Liverpool.—Cabin, in single state-rooms, 20 guineas.
 „ in double „ 15 „
 „ in forward „ 13 „

Including all provisions and steward's fee; all having the same privileges, and messing together.

A limited

A limited number of passengers will be taken at six guineas, including as much provisions as required, comfortably cooked.

These steamers carry "Phillips's Patent Fire Annihilators."

An experienced surgeon is attached to each steamer.

Rates of Freight.

Dogs charged 3 l. each.

Freight on fine goods, 60 s. per ton, and unmanufactured goods, &c., will be taken subject to agreement, payable here or in Philadelphia, at 4 dollars 80 cents per pound sterling.

Apply in Philadelphia and New York, to Thomas Richardson; in Belfast, to Richardson, Brothers, & Co.; in Glasgow, to Patrick Henderson & Co.; in Dublin, to Cornelius Carleton; in London, to Edwards, Sanford, & Co., for passengers, and Pickford & Co., for goods; in Paris, to Frederick Redfern, 8, Rue de la Paix; in Havre, to W. Davidson; in Manchester, to George Stonier; and, in Liverpool, to Richardson, Brothers, & Co., 12 and 13, Tower-buildings.

— No. 33. —

Sir,

Austin Friars, 10 December 1852.

By direction of the provisional committee of the London, Liverpool, and North American Screw Steam Ship Company, we send herewith two statements, one showing the tonnage of British and United States vessels, which have cleared out from the port of London to New York during this year, the other showing the tonnage of British and United States vessels which have cleared from Liverpool to New York during the same period. The objects for which these statements are furnished will be stated to Mr. Henley by the committee, who are appointed to attend at the Board of Trade to-morrow, at 12 o'clock.

We remain, &c.

James Booth, Esq.,
Whitehall.

(signed) Wadeson & Malleson.

Enclosure 1, in No. 33.

SHIPS cleared at *London* with CARGOES for *New York*.

UNITED STATES.				BRITISH.	
Packet Ships.	Tons.	Transient Ships.	Tons.	Transient Ships.	Tons.
1852—JANUARY:					
Independence - -	782	Christiana - -	804	—	—
Margaret Evans - -	1,012				
Patrick Henry - -	1,002				
Ocean Queen - -	1,203				
FEBRUARY:					
Sir Robert Peel - -	1,000	Richard Cobden - -	747	—	—
American Eagle - -	989				
Prince Albert - -	980				
Devonshire - -	1,175				
MARCH:					
American Congress - -	903	Hannah Crocker - -	648	—	—
Northumberland - -	900	Hibernia - -	976		
York Town - -	1,262				
Southampton - -	1,324				
APRIL:					
Cornelius Grinnell - -	1,221	—	—	Mary - -	931
Victoria - -	938				
London - -	1,285				
Commonwealth - -	670				
Carried forward - -	16,736	- - - -	3,175	- - -	931

UNITED STATES.				BRITISH.	
Packet Ships.	Tons.	Transient Ships.	Tons.	Transient Ships.	Tons.
1852—MAY:					
Brought forward -	16,736	- - - -	3,175	- - -	931
John Merrick -	803	Florida -	793	—	—
Patrick Henry -	1,002	Ionian -	852		
Independence -	782	Greenpoint -	505		
Margaret Evans -	1,012				
Hendrik Hudson -	821				
Ocean Queen -	1,308				
JUNE:					
Sir Robert Peel -	1,000	Christiana -	804	—	—
American Eagle -	989	Masonic -	461		
Prince Albert -	980				
Devonshire -	1,175				
JULY:					
American Congress -	903	Delia Maria -	550	—	—
Northumberland -	990				
York Town -	1,262				
Southampton -	1,324				
Cornelius Grinnell -	1,221				
AUGUST:					
Victoria -	938	Haidee -	759	—	—
London -	1,285	Orphan -	715		
Margaret Evans -	1,064				
Patrick Henry -	1,002				
SEPTEMBER:					
Hendrik Hudson -	821	Henry Harbeck -	477	—	—
Independence -	782	Alert -	866		
Ocean Queen -	1,308				
Sir Robert Peel -	1,000				
American Eagle -	989				
OCTOBER:					
Prince Albert -	980	Elsinore -	651	—	—
Devonshire -	1,175	Eagle -	1,215		
American Congress -	903				
Northumberland -	990				
NOVEMBER:					
York Town -	1,262	Christiana -	804	—	—
Southampton -	1,324				
Cornelius Grinnell -	1,221				
Victoria -	938				
DECEMBER:					
London (loading 8th December). -	1,285	Surprise (to sail this month). -	1,194	—	—
Margaret Evans -	1,064				
Patrick Henry -	1,002				
Hendrik Hudson -	821				
TOTAL TONS -	54,252	- - - -	13,822	- - -	931

TOTALS.

52 Packet Ships, United States	- - - -	Tons.
22 Transient Ships, ditto	- - - -	54,252
74 United States Ships -	- - - -	13,822
1 British Ship -	- - - -	68,074
75		931
		69,005

Enclosure 2, in No. 33.

SHIPS cleared at *Liverpool* with CARGOES for *New York*.

UNITED STATES.				BRITISH.			
PACKET SHIPS.		TRANSIENT SHIPS.		STEAM SHIPS.		TRANSIENT SHIPS.	
1852—JANUARY:				1852—JANUARY:			
	<i>Tons.</i>		<i>Tons.</i>		<i>Tons.</i>		<i>Tons.</i>
Monteruma - -	982	Humphrey Pevington.	689	Asia - -	1,214	Kossuth - -	1,260
Constellation - -	1,762			Niagara - -	1,008		
Isaac Wright - -	1,286			Canada - -	1,001		
President - -	1,142						
Congurin - -	1,085						
Garrick - -	950						
Queen of West - -	1,367						
Sardinia - -	802						
Constantine - -	1,384						
Jacob A. Westofet - -	1,533						
Richard Morse - -	1,000						
Excelsia - -	1,163						
Philadelphia - -	1,102						
Arctic - -	1,500	Steam.					
Pacific - -	1,500	Steam.					
FEBRUARY:				FEBRUARY:			
Columbine - -	1,132	Racer - -	1,760	Africa - -	1,216	—	—
West Point - -	1,046			Asia - -	1,214		
Anstatice - -	1,115						
Niagara - -	729						
Ocean Queen - -	870						
General Dunlop - -	1,111						
Henry Clay - -	1,484						
Empire State - -	1,482						
Pelican State - -	949						
Universe - -	1,297						
Monkatten - -	1,388						
Enterprise - -	812						
Star of the West - -	1,191						
Hemisphere - -	1,213						
Albert Gelatine - -	1,618						
Chaos - -	770						
William Nelson - -	1,030						
Fidelia - -	937						
Atlantic - -	1,500	Steam.					
Arctic - -	1,500	Steam.					
MARCH:				MARCH:			
Edward O'Brien - -	910	Sarah G. Hyde - -	890	Europa - -	1,010	China - -	634
Sheridan - -	980	Costello - -	641	Africa - -	1,216	Lesmahago - -	792
Underwriter - -	1,450	W. D. Sewall - -	721			Midas - -	741
Leviathan - -	1,250	Olivia - -	626			Colonist - -	751
George Washington - -	1,658					New Brunswick	902
Rocheunheim - -	865						
Constitution - -	1,609						
Washington - -	1,791						
America - -	1,194						
Arctic - -	1,262						
New York - -	972						
James Nesmith - -	1,090						
Siddons - -	991						
Saratoga - -	1,200						
Miss Van Wrinkle - -	1,094						
Andrew Forster - -	1,300						
Joseph Walker - -	1,385						
Pyramid - -	855						
Carried forward - -	63,488	- - - -	5,327	- - - -	7,879	- - - -	5,081

UNITED STATES.				BRITISH.			
PACKET SHIPS.		TRANSIENT SHIPS.		STAM SHIPS.		TRANSIENT SHIPS.	
1852—March— <i>continued.</i>				1852—March— <i>continued.</i>			
	<i>Tons.</i>		<i>Tons.</i>		<i>Tons.</i>		<i>Tons.</i>
Brought forward -	68,488	- - - -	5,827	- - - -	7,870	- - - -	5,081
Triconderoga -	1,229						
James P. Sage -	1,146						
Falcon -	813						
W. H. Harbech -	922						
William Michbech -	799						
Waterloo -	1,000						
Pacific -	1,500						
Baltic -	1,500						
APRIL:				APRIL:			
Continent -	1,032	Art Union -	809	Sarah Sands -	981	Indian Ocean -	1,080
Yorkshire -	1,060			Asia -	1,214	Persian -	1,132
Ashburton -	1,077			Europa -	1,010	Malabran -	1,175
Lady Franklin -	1,283			Great Britain -	1,016	Beejapore -	1,876
New World -	1,423					Middleton -	996
De Witt Clinton -	1,066					Adonis -	888
Florida -	1,040					Fleetwood -	567
Roscus -	1,050					Arran -	1,064
Southampton -	1,288					Plantagenet -	1,085
Argo -	969					Equator -	787
Great Western -	1,609					Riverdale -	843
E. C. Scrantin -	1,412					Nova -	879
Meridian -	1,284					Parsee -	1,170
William Rathbone -	1,101					Annamaca -	595
Liverpool -	1,159					Passate -	298
Hero -	1,159					Envoy -	946
St. Patrick -	1,000					Tantivy -	1,040
Cumberland -	900					Harmony -	832
Arctic -	1,500					Gipsy -	729
Pacific -	1,500						
MAY:				MAY:			
Esmeralda -	983	Tangier -	394	Africa -	1,216	Crown -	1,284
John and Lucy -	1,080	John Calder -	399	Asia -	1,214	Argo -	999
Guy Mannering -	1,418					Pudsona -	580
Isaac Webb -	1,443					Salem -	915
A. Z. -	676					Agitator -	417
Emma Field -	944					Home -	723
John Stewart -	1,703					Eudasia -	1,915
Huguenot -	989					Intrinsic -	657
Calamza -	798					David Cannon -	1,331
Rephannock -	1,250						
Montezuma -	831						
Princeton -	1,142						
Franklin King -	1,200						
John E. Walsh -	800						
Garrick -	935						
James Wright -	1,172						
Isaac Wright -	1,286						
Senator -	923						
West Point -	1,050						
Julia Howard -	589						
Levitt Stoner -	983						
Franklin J. Ward -	820						
Houghton -	787						
William Witherbee -	900						
Constantine -	1,384						
Jacob A. Westerfield -	1,533						
Robena -	778						
Excelsia -	1,163						
E. Bulkly -	734						
Constellation -	1,762						
Camden -	778						
Colombo -	700						
Trumbull -	855						
Atlantic -	1,500						
Arctic -	1,500						
Carried forward -	132,658	- - - -	6,929	- - - -	14,480	- - - -	30,887

UNITED STATES.				BRITISH.			
PACKET SHIPS.		TRANSIENT SHIPS.		PACKET SHIPS.		TRANSIENT SHIPS.	
1852—JUNE:				1852—JUNE:			
	<i>Tons.</i>		<i>Tons.</i>		<i>Tons.</i>		<i>Tons.</i>
Brought forward -	138,658	- - -	6,929	- - -	14,480	- - -	30,887
Torrent -	749	Rhodes -	479	Europa -	1,010	Fanny -	710
Empire State -	1,482	J. J. Hathorne -	398	Sarah Sands -	981	Kossuth -	1,260
Columbia -	1,168	Greenwich -	780	Africa -	1,216	Montego -	999
Louisiana -	830	Tempest -	851				
Henry Clay -	1,447						
Jno. Harvey -	1,038						
Irene -	1,187						
Richard Moore -	872						
Albert Gelatin -	1,619						
Sardinia -	802						
Chace -	625						
Geo. Evens -	723						
Pelican State -	1,000						
Sarah Louise -	607						
Devonshire -	780						
Ocean Eagle -	596						
Sheridan -	980						
Washington -	1,791						
Adriatic -	720						
William Hatton -	1,215						
Star of West -	1,191						
Universe -	1,432						
Queen of West -	1,387						
Marchatteux -	1,388						
Nicholas Biddle -	770						
General Dunlop -	950						
Enterprise -	836						
America -	1,137						
Henry Gurnell -	1,049						
Constitution -	1,609						
Underwriter -	1,500						
Vanguard -	1,287						
Forest King -	1,110						
Baltic -	1,500						
Atlantic -	1,500						
Arctic -	1,500						
JULY :				JULY :			
Josh. Walker -	1,325	Jessori -	450	Asia -	1,214	Claremont -	392
Sandusky -	970	Arthur -	579	Europa -	1,010		
Fidelia -	967	Chas. Cooper -	677	Africa -	1,216		
Winfield Scott -	1,540						
Continent -	1,099						
Metoka -	775						
Philadelphia -	1,102						
New World -	1,423						
Andrew Forster -	1,800						
St. George -	1,160						
Marathon -	890						
Owega -	888						
Hibernian -	877						
Siddons -	1,000						
Jas. Nesmith -	1,000						
Vanguard -	1,287						
Kennebecce -	926						
Yorkshire -	1,058						
Hope Goodwin -	1,345						
Sarah G. Hyde -	890						
Saratoga -	1,451						
George Green -	866						
Ashburton -	1,077						
Cheshire -	500						
Forest King -	1,100						
Western World -	1,354						
Nebraska -	516						
Rackaway -	820						
De Witt Clinton -	1,082						
Lady Franklin -	1,374						
Baltic -	1,500						
Pacific -	1,500						
Carried forward -	208,197	- - -	11,153	- - -	21,077	- - -	34,248

UNITED STATES.				BRITISH.			
PACKET SHIPS.		TRANSIENT SHIPS.		PACKET SHIPS.		TRANSIENT SHIPS.	
1852—AUGUST :				1852—AUGUST :			
	<i>Tons.</i>		<i>Tons.</i>		<i>Tons.</i>		<i>Tons.</i>
Brought forward -	208,197	-	11,153	-	21,077	-	34,248
New York -	972	Annakimba -	971	Asia -	1,214	John Wilry -	183
Benjamin Adams -	1,457			Europa -	1,010		
Scotia -	960						
Eliso Owen -	878						
Pragness -	1,452						
Southampton -	1,288						
Living Age -	780						
Shannon -	922						
Liverpool -	1,129						
Silas Sherman -	895						
Musaugus -	669						
Roscius -	1,067						
Ferncluethall -	668						
Cornelia -	1,064						
Saml. Lawrence -	1,224						
E. C. Scrampton -	1,186						
Great Western -	1,609						
Winchester -	1,884						
Kate Hunter -	740						
Pinceton -	1,142						
Huguenot -	939						
Francis P. Sage -	1,200						
Hemisphere -	1,024						
Wm. Sprague -	720						
Scargo -	650						
Leviathan -	1,250						
Col. Cutts -	781						
West Point -	1,046						
Conqueror -	1,085						
Atlantic -	1,500						
Arctic -	1,500						
SEPTEMBER :				SEPTEMBER :			
Isaac Webb -	1,143	—	—	Africa -	1,216	Duke -	682
Cape Cod -	845			Asia -	1,214		
Guy Mannering -	1,549						
Chaos -	810						
Geo. Washington -	1,649						
Wm. Rathbone -	1,101						
Garrick -	1,100						
Rialto -	499						
W. D. Sewall -	670						
Roger Stewart -	1,066						
Constantine -	1,384						
Jno. Stewart -	1,760						
Isaac Wright -	1,286						
Jno. Hancocks -	876						
Excelsor -	1,163						
Meridian -	1,300						
Rapphanoch -	1,188						
Astrea -	841						
Caroline Tucker -	896						
A. Z. -	758						
American Union -	1,240						
Jacob A. Westerfell -	1,533						
Rochambean -	865						
Albert Gelatin -	1,618						
Constellation -	1,762						
Pacific -	1,500						
Atlantic -	1,500						
OCTOBER :				OCTOBER :			
Columbia -	1,075	—	—	Europa -	1,010	—	—
Emma Fields -	1,075			Africa -	1,216		
Australia -	1,447						
Houghton -	936						
Sheridan -	980						
Queen of West -	1,387						
Washington -	1,791						
Carried forward -	279,066	-	12,124	-	27,957	-	35,113

UNITED STATES.				BRITISH.			
PACKET SHIPS.		TRANSIENT SHIPS.		PACKET SHIPS.		TRANSIENT SHIPS.	
1852—October—continued.				1852—October—continued.			
Brought forward	Tons. 279,066	- - -	Tons. 12,124	- - -	Tons. 27,957	- - -	Tons. 35,113
Middlesex - -	1,500						
Henry Clay - -	1,484						
G. W. Phelps - -	800						
Brewer - - -	711						
Tides - - -	720						
Monbatten - -	1,381						
Celestial - - -	866						
Universe - - -	1,432						
Star of West - -	1,191						
Charles Holmes -	846						
Continent - - -	1,099						
Jos. Walker - -	1,325						
Arctic - - -	1,500						
Pacific - - -	1,500						
South Carolina -	1,500						
NOVEMBER :				NOVEMBER :			
Underwriter - -	1,440	—	—	Asia - - -	1,214	Intrepid - -	701
Fidelia - - -	962			Europe - - -	1,010		
Constitution - -	1,609						
Andrew Forster -	1,286						
E. Z. - - -	754						
Empire State - -	1,321						
New World - - -	1,483						
Siddons - - -	971						
Typhoon - - -	1,611						
Yorkshire - - -	1,058						
Antarctic - - -	1,200						
Western World -	1,366						
Enterprise - - -	836						
Ashburton - - -	1,077						
St. George - - -	950						
America - - -	1,194						
Saratoga - - -	1,451						
Lady Franklin -	1,283						
Atlantic - - -	1,500						
Baltic - - -	1,500						
DECEMBER :				DECEMBER :			
Benjamin Adams -	1,457	—	—	Africa - - -	1,216		
Great Western -	1,609			Andes - - -	773		
Celestial Empire -	1,600						
Arctic - - -	1,500						
Arctic - - -	1,250	On the berth.		On the berth.			
Muzutlan - - -	500					Kossuth - -	1,260
Liverpool - - -	112						
Roscus - - -	1,037						
Levy Woodbury -	977						
Racehorse - - -	614						
Isaac Webb - - -	1,443						
Shannon - - -	922						
Hero - - -	800						
Centurion - - -	850						
E. C. Swanton - -	1,230						
New York - - -	972						
	338,234	- - -	12,124	- - -	32,170	- - -	37,074

SUMMARY.

British Sailing Ships - - - - -	Tons. 37,074	Tons.
British Steam Ships - - - - -	32,170	69,244
United States Packet Ships - - - - -	300,874	
United States Steam Ships - - - - -	37,560	
	338,234	
United States Transient Ships - - - - -	12,124	350,358

— No. 34. —

3, Crown-court, Philpot-lane,
13 December 1852.

Sir,

It being represented to Her Majesty's Government that the grant of a charter of incorporation to a projected steam navigation company is requisite, in order that Canada may enjoy the advantage of having a contract, lately entered into by the authorities of that province for the establishment of a line of steam vessels between Great Britain and Quebec and Portland, carried into execution ;

We beg leave to say that, so far as it from being true that a charter of incorporation to any company is at all requisite, we are prepared to undertake the performance of the services of the Canadian Government, if desired.

We have, &c.

To the Right Honourable (signed) *M^c Calmond, Brothers, & Co.*
J. W. Henley, M. P.,
President of the Board of Trade.

— No. 35. —

London, Liverpool, and North American
Screw Steam Ship Company,

No. 11, Leadenhall-street, 13 December 1852.

Sir,

On behalf of the provisional committee of this company, I beg to submit to you in writing the substance of the representations that were made to you by the deputation that had the honour of an interview with you on the 11th instant.

We sought that interview in consequence of the discussion which took place in the House of Commons on 7th instant, in which imputations of an unwarrantable nature were cast upon this committee by Mr. Charles Turner. We desire to state that his assertion, that this company is got up for stock-jobbing purposes, to raise the shares to a premium, and without an intention of carrying out its professed objects, is entirely void of foundation. Its chief promoters are merchants deeply interested in the trade of the North American colonies and the United States of America, whose only object is to procure for these branches of trade the advantage of steam communication. The same gentleman is said to have objected to charters being granted to any steam shipping companies, lest they should overbear private individuals, although he is himself, as we understand, a large shareholder and a director of the Pacific Steam Ship Company, trading under a Royal charter of incorporation, with limited liability. Mr. William Brown, who moved for the papers relating to this company's application, and his partners, are agents at Liverpool for the Collins line of steam ships, which belong to a company chartered by the State of New York, with limited liability. The Messrs. Brown are believed, on good authority, to be interested in that company to a very large amount ; two partners in their house are managing directors in New York, and that company enjoys an enormous subsidy from the Government of the United States.

This committee did not request any of their Parliamentary friends to take part in the debate, considering that it was an unnecessary interference with the prerogative of the Crown, and being quite willing that the papers in question should be granted or withheld, as you should judge expedient ; the consequence of this abstinence on the part of the committee was, that the discussion was almost entirely confined to those honourable gentlemen who are hostile to this company.

We believe it is admitted on all hands that no reasonable objection exists to the application of this company being granted, so far as it applies to the North American colonies, for even Mr. Cunard has been kind enough to say that we might obtain a charter for the colonies, but that we should never succeed in obtaining one for the United States. We therefore refrain from occupying your time by repeating the statements of benefits to the colonies and to the trade of this country which have been urged by us as grounds for such a charter being granted, and will merely add here, that it is not possible for steam vessels to be advantageously employed between this country and the North American colonies, if

if restrained from proceeding to ports in the United States during the winter months, when the only colonial port that could be safely reached by large steamers is Halifax, and that port is already supplied with steam accommodation by the Cunard line.

There is also no direct communication in winter between Halifax and Canada, and the contract with the Government of Canada which this company has undertaken to execute imperatively requires that the ships should make five voyages each year to Portland, in the State of Maine, between which port and Montreal railway communication is already nearly completed.

It is the intention of this company to run large iron screw steamers from both London and Liverpool to New York, as well as to the colonies; and it is only by the combination of the two objects that the latter can be made reasonably profitable, because the expense of establishments would be too heavy for so small a number of vessels as could be employed in that service.

In order to induce you to recommend a compliance with our application for a charter including New York, we presume that it will be necessary for us to satisfy your mind upon the following points :

1. That the establishment of such a company is a national object.
2. That it cannot be accomplished by private enterprise.
3. That it will not interfere unduly with existing British interests.

On the first point we beg reference to the statements which we have laid before you of all the ships which have cleared at the ports of London and Liverpool, with cargoes for New York, during the present year, including those now loading and expected to sail in this month; from these statements we derive the following astounding results, viz. :

At London, United States sailing ships	-	-	-	-	68,074 tons.
Ditto British	-	-	ditto	-	931 „

and not any steamers of either country.

At Liverpool, United States sailing ships	-	-	-	-	312,798 tons.
Ditto British	-	-	ditto	-	37,074 „
Ditto United States steam ships	-	-	-	-	37,560 „
Ditto British	-	-	ditto	-	32,170 „

The New York trade from London is exclusively in the hands of the United States shipowners, the fact of one British ship, of 931 tons, having loaded this year being a strictly exceptional case. In March and April last, the prevalence of easterly winds prevented the arrival of ships from America; there were either no United States ships in port, or their scarcity so much enhanced their price, that one British ship obtained a cargo instead of an American.

It would appear from the above figures that at Liverpool the British sailing ships do maintain a competition against those of the United States, although to a small extent, their tonnage being less than a ninth part of the whole; but even to that trifling extent the competition is rather apparent than real. The United States ships, which consist principally of packets sailing at regular periods, are loaded with colonial produce, manufactured goods, &c., paying high rates of freight, and they carry a superior class of passengers; while the British ships are ballasted with iron, salt, coal, and other articles, paying very low rates of freight, and they carry, in addition, the lowest order of Irish emigrants.

The original cause of the Americans having possessed themselves of the entire carrying trade from this country to New York is to be traced to the operation of the Navigation Laws, which were formerly the same in both countries; they prevented a British ship from carrying anything but British produce from the United Kingdom to the United States, and they prevented an American ship from carrying anything but American produce from America to the United Kingdom. A portion of every general cargo shipped in London and Liverpool to New York consists of foreign and colonial produce, and such cargoes were necessarily shipped in American bottoms. Nearly all the cargoes imported from America are wholly of American produce, and either a British or an American ship could be employed in their conveyance. Two or three British ships were annually required to bring East India, or other foreign and colonial goods, from New York to London or Liverpool, when the market for such

articles happened to be better on this side of the Atlantic than on the other. consequently the American ship obtained freights both ways, whilst the British ship was obliged to proceed in ballast to America in order to load a cargo back. The recent repeal of the Navigation Laws in both countries has left it open to the ships of each to carry cargoes of all descriptions of goods from the one end to the other, but the United States vessels have enjoyed the monopoly for so many years, that it will be found extremely difficult, if not actually impossible, for British sailing ships to interfere with it. An attempt to do so was made early this year by a member of this committee, who purchased at Liverpool three fine new ships, of 1,000 to 1,200 tons register each, and intended to buy some others, for the express purpose of establishing a regular line of British packets between London and New York. They were ballasted out with iron, salt, and other heavy goods, at very low freights, and filled with Irish emigrants at cheap rates. When each vessel was put on the berth at New York to load for London, the owners of the American packets reduced their freights 25 per cent., and the English ships, not being so well known, were obliged to accept still lower rates; the result of the voyages being a loss to the British ships instead of a profit. As the American packets sail every week from both sides, and an individual British shipowner could hardly venture to send ships more frequently than once a month, it is evident that the Americans, by lowering freights by one ship out of four, when theirs was in competition with the British ship, could easily force the latter out of the trade; and on consideration of these facts, the owner of the three ships in question felt bound, as a matter of prudence, to withdraw them from the New York trade, and they have all proceeded with Government emigrants to Australia.

The British and American steam ships from Liverpool to New York are of nearly equal amounts of tonnage, and consist almost wholly of the Cunard and Collins subsidised vessels; the former containing, besides, two trips of the "Sarah Sands," and one each of the "Great Britain" and "Andes," the latter being the first of a line of screw steamers building by the Cunard Company for New York, Jamaica, and Chagres.

We have reason to know that your decision upon our present application is looked for with great interest in France and in the United States, as well as in this country. A member of this committee has received overtures from influential parties in France, who state that they are prepared, in the event of this company not being established, to form a society "*en commandite*," with limited responsibility, which the laws allow them to do without trouble or expense, for the purpose of sending French screw steamers from London to Havre and New York; and they also state, that the French Government has promised to give all possible encouragement to the project, including the admission of iron, fuel, and other materials free of duty. Respectable parties at New York state that they are watching the movements of this company, with the intention, if it should be abandoned, of immediately establishing a company, with limited liability, for the purpose of building iron screw steamers to trade with this country, and they express a sanguine expectation that their Government and Congress will consider this object of such great national importance that they will remit the whole, or a great part, of the duties on the materials required.

It appears from the evidence of Mr. Bancroft Davis, the American Secretary of Legation, that the cost of forming a company with limited liability amounts to from 10 s. to 5 l. only.

At present England possesses great advantages over France and the United States in the production of iron screw steamers, from its command over the skilled labour, as well as the materials required; but if the Government of England refuse to grant the necessary facilities to induce the investment of capital in British vessels of that description, we are convinced that 12 months will not elapse before a beginning will be made both in France and the United States; and as the shares in such companies as we have alluded to are made payable "*au porteur*," and pass from hand to hand without registration or stamp duty, any amount of capital may be procured in this country in aid of the projects.

The inevitable consequence, therefore, of charters of incorporation being refused to companies such as this, will be, that the natural advantages of England will be thrown away, and we shall see fleets of screw steamers in our ports under the flags of France and the United States, provided, perhaps, in great measure by
British

British capital, but manned by foreign seamen and foreign engineers, and the owners of which will be entirely free from personal responsibility.

We respectfully submit to you that we have made out a case of national importance in favour of this company, by which a fair system of competition would be established between English screw steamers and American sailing ships, which latter at present monopolise the carrying trade between the two countries, and that if the opportunity of putting British screw steamers on the lines be now lost, their place will be speedily filled by foreign vessels.

With regard to the second point, it has already been proved that private enterprise is quite incompetent to compete with the powerful opposition of the two great monopolies of the Cunard and Collins steamers, and of the American packets established in the trade. Attempts have been made by individuals, both English and American, to place steam ships on the line between Liverpool and New York, and several such vessels have been tried for one or two voyages, but they have all been withdrawn, and other employment sought for them.

The members of this committee, who are connected with the colonies, have exerted themselves for two years past without success to induce the establishment of steam communication with those colonies. They have applied to wealthy shipowners and steam-ship builders, who have declined to adventure the large capital required (60,000*l.* or upwards in each ship) upon a speculation, the result of which is uncertain, without a subsidy from Government. The ship-owners say, "We understand the management of our ships, and have establishments suitable for the purpose; but we cannot afford for one or two steam ships such establishments as are required to work them advantageously." It was discovered many years ago by the early steam companies, that as long as they employed engineers to effect the repairs of their machinery, their charges ate up all chance of profit for the ships, and they have made their profits in many instances solely from the savings effected by having all repairs done by their own workmen; but establishments for this purpose can only be maintained when the fleet of ships is large enough to keep the workmen and the workshops in employ.

It may perhaps be urged that the owners of the Cunard steamers are a private association, without the privilege of limited liability, and that other companies will be formed on the same principle for carrying out the objects contemplated by this company. If this were true, we admit that it would be an answer to our application; but we submit that the attempt to establish such private associations, without subsidies of public money, and in face of the unscrupulous hostility that they would meet with from the present subsidised companies, will never be made.

From the fact that no such attempt has been made during the 14 years that the Cunard line has been in existence, it may fairly be inferred that none such will be made hereafter, as each succeeding year increases their enormous power of crushing all private competition. We crave your attention to the widely different circumstances under which the Cunard association was formed from those that would attend any private association to be now established in competition with them. The original capital subscribed by the members of the Cunard association, is understood to have been about 250,000*l.*; and, as an encouragement to them to invest that sum, the Government secured to them an annual payment of a large sum of money (we believe 80,000*l.* at first) for a term of years, being a certain return of 32 per cent. per annum on their outlay, and they had no opposition to encounter. It was an easy matter to subscribe such a capital with such encouragement; and on similar conditions, five or six members of this committee would readily subscribe an equal amount within 24 hours, without asking for, or indeed accepting, a charter of incorporation.

They would consider the Government subsidy a much more efficient security against loss than limited liability, and they would prefer to be free from the restrictions which always accompany the benefits of a Royal charter. It was stated by Mr. Cunard himself, in the month of April last, that the value of the property belonging to the association was then about 1,250,000*l.*, and that very little fresh capital had been brought into it since the commencement, the increase of a million sterling having almost wholly accrued from the accumulation of undivided profits. It is clear that a charter would be only a burthen upon parties so circumstanced. The amount they now receive from the public is no less than 186,000*l.* per annum, and it may easily be conceived how much more rapidly their accumulations of profit must be going on, and their consequent power of crushing opposition be increasing, at present, than during the earlier

part of their career. The principle of unrestricted competition has been invoked by speakers in the House of Commons against the application of this company.

We appeal with much confidence to the same principle in support of it. The Government, by an enormous subsidy to one company, has rendered it utterly hopeless for any individual to compete with them. Parties desirous of competing with them cannot expect the Government to give them the means of doing so by granting to them similar subsidies, and we do not ask it; but we ask the Government to give us the assistance of a Royal charter, at no cost whatever to the country; and we do not seek to obtain by it any exclusive privileges whatever, or to shut out the competition of any other companies that may hereafter desire to employ their capital on the same field of occupation under the protection of Royal charters.

We have next to show that the grant of a charter, with limited liability, will not interfere unduly with existing British interests. We have already shown that there is not a single steam vessel of any description engaged in the trade between London and New York; that there is not a single British ship regularly employed in that trade; and that the only vessels that can be displaced, or in any way injured by the competition of this company, would be a portion of the United States ships, by which this employment is monopolised. It is not, however, certain that even this result would immediately follow from the operations of this company, although it is hoped that ultimately a large part of the trade will be carried on in the iron screw steamers of this and other companies, if we are permitted to make the experiment. It is proposed to despatch one steamer per month from London to New York, the register tonnage of each (which indicates the capacity for carrying goods as compared with the sailing ships) being about 1,200 tons; the aggregate voyages of these vessels would therefore represent 14,400 tons; and as the ships employed in 1852 had a total capacity of 69,000 tons, we should occupy about one-fifth of the ground now possessed by the American ships; but the tonnage of the American packets employed this year is fourfold that which was employed 10 or 12 years ago; and when to the natural increase of this trade is added the impulse that would necessarily be given to it by the introduction of steam ships, it is not improbable that those of this company may find room without displacing a ton of the shipping at present employed.

The state of circumstances in Liverpool is different, and requires to be examined in detail.

The aggregate tonnage being 419,602 tons, the ships of this company, at its commencement, would add only about 1-30th part to the amount; but that tonnage is divided into five classes, which must be separately considered, viz.:

1. American subsidised paddle steamers.
2. American sailing ships.
3. British subsidised paddle steamers.
4. British unsubsidised steamers.
5. British sailing ships.

The first class is not British, is largely subsidised, and the owners are protected by charter from unlimited liability; and therefore, although the opposition to our application has been led by the person who is the most deeply interested in those vessels, we may safely pass them by without further observation.

The American packet ships which form the great bulk of the second class, are those with which screw steamers will come into direct competition, as the latter are designed to carry the same descriptions of goods and passengers as they do; but as stated with respect to London, the progressive increase in the trade, stimulated by the superior facilities afforded by screw steamers, will probably prevent the comparatively small addition of the company's tonnage from being much felt.

The third class are the Cunard steamers, receiving a subsidy from Government, which places them in a position for supporting competition a hundredfold more advantageous than this company can be placed in by a charter; but, in point of fact, there is barely a shade of competition between the two. Their principal profit, apart from the Government subsidy, is from first-class passengers. The screw steamers do not afford accommodation for this class, and will not abstract one such passenger from the paddle steamers. Some of these vessels have recently given accommodation to a limited number of second-class passengers

passengers, being of the same quality, and at about the same charge, as chief cabin passengers in the American packet ships and in the proposed screw steamers. The admission of these vessels to the trade will give to such passengers, who are very numerous, the choice of three modes of conveyance instead of two. The paddle steamers carry a small quantity of valuable goods at high rates of freight, and in consequence of their greater speed they will always command a decided preference in carrying such goods. They do not accommodate any of the great mass of passengers that are now flocking across the Atlantic, viz. the small farmers and tradesmen, who must look to a second-class passage in the American packet ships or the screw steamers, and the emigrants who, at a descending scale of passage money, will be taken in the 'tween decks of screw steamers, American packet ships, and American and British transient ships. It is right here to correct a mis-statement in the memorandum that was laid before you by this committee on the 4th ultimo. The plans of our ships had not then been matured, and being desirous of keeping within the truth, we said that each ship would be capable of carrying from 200 to 300 emigrants. We are now enabled to assure you that superior accommodation will be afforded to 500 emigrants and upwards in each ship. We feel convinced that you will not think it right to prevent these large numbers of British subjects obtaining a quick and safe, instead of a protracted and uncertain passage, even if you should be of opinion that screw steamers would have the effect of reducing the enormous gains of the Cunard steamers to a trifling extent on their fine goods and second-class passengers.

Fourthly. We are free to admit, that if there were really and *bonâ fide* a number of screw or other steam vessels established in the Liverpool and New York trade, without Government subsidy and without charters, it would afford strong grounds for refusing a charter to enable this or any other company to enter into competition with them; and it is because the very reverse of this is the fact, that we rely with much confidence on your deciding in favour of our application. The only vessels comprised in this class that have loaded this year at Liverpool for New York (besides the "Andes," to be afterwards noticed), are the "Sarah Sands" and the "Great Britain," the former vessel having made two voyages, and the latter only one, and they are both withdrawn from the New York trade and sent to Australia; proving by their unsuccessful attempts how futile it is for single steam vessels, whether owned by individuals or companies, to be navigated in that trade to advantage. The question of competition between this company and other screw steam ships is thus narrowed to the case of the "Andes," which has just proceeded with a full cargo of merchandise on her first voyage to New York. This vessel belongs to the Cunard company, who have five others in course of preparation, and the most plausible ground they have been able to advance for the opposition they have raised against the grant of a charter to this company is, in the assertion that we, with limited liability, would be able to overbear them in competition, because they do not possess that advantage. We answer, that their subsidy gives them an infinitely greater power than a charter can confer on us, or any other company; and if it were really intended to run those vessels between Liverpool and New York, we should have the greater cause to fear the effects of competition; but we have reason to believe that the loading by these ships of their first cargoes at Liverpool is merely subsidiary to a larger scheme contemplated. There exists at present an extensive and lucrative trade, principally in passengers and gold, between Chagres and New York in American steamers, and between Chagres and England in the ships of the Royal Mail Steam Company, and Mr. Cunard and his partners, not content with the monopoly of steam between Liverpool and New York possessed by themselves and Collins' company, contemplate a competition with the parties already engaged in the two lines from Chagres. Their plan appears to be, that their screw steamers shall run between Chagres, Jamaica, and New York, in connexion with their paddle steamers between Liverpool and New York; and they calculate that passengers and treasure will be conveyed to and from Chagres, Jamaica, and England more quickly by this route than by the vessels of the Royal Mail Company. Not being restricted by a charter in the employment of their vessels, they will be under no obligation to return at any time from New York to Liverpool, and if their vessels pay as they expect between the former port and Chagres, it is probable that neither of them will return to England. These vessels do not provide accommodation for emigrants, which strengthens the impression that they are not destined to ply regularly between Liverpool and New York.

And if it should be asserted that they are really intended to return on each voyage to Liverpool after coming back from Chagres and Jamaica to New York, the competition would be between them and the vessels of this company on the one side, against the American packet ships on the other side, and not, as they assert, between their ships and ours; for the combined tonnage of both fleets of screw steamers would still be inconsiderable in comparison with the American packets; but in point of fact, the Cunard Company have no apprehension of any competition in respect of goods and passengers between Liverpool and New York that can be brought against them by this or any other company. The real cause of their strenuous exertions against our application, by the success of which they expect to prevent the establishment of any steam company for America, is, that they foresee in such a company a powerful competition for the Government mail contract at the termination of their present lease, from which they anticipate a considerable reduction in their subsequent receipts of the public money. The fifth class of vessels in this trade, British sailing ships, cannot in any way be interfered with by screw steamers; they now obtain rough goods and emigrants, by taking them at lower rates than the more expensively-built American ships, and by the same means they will continue to hold their position. The screw steamers cannot carry the same description of goods as the British sailing ships, so as to decrease their employment; but, on the contrary, each voyage of a steamer will give additional employment to a British ship in carrying a cargo of coals to New York for the steamer's use on her return voyage.

In conclusion, we beg to recapitulate the grounds on which we apply for a Royal charter of incorporation, and which will, we confidently hope, induce you to grant it.

There is not at present any steam communication between the port of London and any part of North America. It is much desired by the merchants of London connected with America, and we undertake to supply it.

There is not at present any direct steam communication between Canada or Newfoundland and any part of the United Kingdom; such communication is earnestly desired by the Governments and people of both colonies, and will be furnished by this company, and the postal communication between Newfoundland and England will be reduced to one-half its present time.

There is not at present any means of conveyance by steam for emigrants from the United Kingdom to any part of North America. This company will convey them in about 14 days, at a cost very little exceeding that by sailing ships, which occupy from 40 to 90 days in the passage, and on board which ships starvation, disease, and death are sometimes encountered by the emigrants.

There is a disposition to establish steam-ship companies in France and the United States, under the laws of those countries limiting the liabilities of the shareholders. If our application for a charter should be refused, it will be hardly possible for the Government ever to grant a charter for North America to any other company, and the French and Americans will, consequently, gain possession of that part of the trade which may be carried on by steam; but if this company be formed under charter, other companies will arise as the demand for them may appear, and the French and Americans will compete with them, if at all, at great disadvantage.

There is no probability of individuals or unchartered and unsubsidised associations supplying the demand for steam to America, because very large capital is required to manage steam ships with economy, and to give a chance of their yielding a moderate profit, such as will satisfy a shareholder in a chartered company, while individuals will not enter into such investments without a prospect of very large returns.

The operations of this company will not enter into competition with any British individuals, or unchartered and unsubsidised companies. Its competition will be almost entirely confined to the powerful combinations owning the packet ships of the United States, which either are, or may easily become, protected from personal liability, and will extend in a very small degree to vessels belonging to the companies highly subsidised by the British and United States Governments.

I have, &c.

(signed) *Thomas H. Brooking,*
Chairman of the Provisional Committee.

To the Right Hon. J. W. Henley, M.P.,
&c. &c. &c.

— No. 36. —

My dear Sir,

City, 15 December 1852.

WITH this you will receive replies to yours of yesterday by the bearer of this.

In the clear position in which the matter now stands before you, I am extremely desirous of your earliest decision. I beg to assure you that I feel that it is most desirable that the project should have support, as it must prove, in my opinion, of such importance to the international intercourse between the North American colonies, as also with the United States and this country.

The Right Honourable J. W. Henley, M.P.
&c. &c. &c.

I am, &c.
(signed) *Peter Rolt.*

Enclosure in No. 36.

London, Liverpool and North American Screw Steam Ship Company.

Sir,

11, Leadenhall-street, 15 December 1852.

WITH reference to my letter on behalf of the provisional committee of this company, dated 13th instant, I had the honour to receive, at a late hour yesterday, the following questions from you, through Mr. Booth, viz.,—

1st. From what sources the returns were obtained with reference to the British and American shipping cleared with cargo from the ports of London and Liverpool respectively to New York, during the present year 1852.

2d. To state in what instances rates of freight were reduced by agents of the established lines of British or American shipping when a competition was offered by a vessel to take cargo at New York to any port in the United Kingdom, and *vice versa*.

Immediately on receipt of these inquiries I sent a message by telegraph to our agent in Liverpool, who had previously left his office.

In reply to the first question, I beg to state that the returns of ships cleared from London and Liverpool respectively for New York were compiled from the Customs official bills of entry.

With regard to the second inquiry, I have to state that the British ship "Persian," of 1,142 tons, one of those referred to, loaded in New York in May 1852; that the rate of freight for flour by the American packets, from 1st to 15th May, was 2s. per barrel; on the latter day the rate was reduced to 1s. 6d., and the "Persian" engaged great part of her cargo at 1s. 4d. per barrel.

The British ship "Parsee," 1,170 tons, loaded at New York in June last. At the commencement of that month the packet rate for flour was 1s. 9d. to 2s. per barrel; on the 16th it was reduced to 1s. 6d., and the "Parsee's" rate was principally 1s. 4½d.

The occasion alluded to, of freight being reduced at Liverpool by the Cunard steamer, when another steam ship was in the berth in competition, had reference to the steamer "United States;" but I cannot give the date nor the amount of reduction, in the absence of a reply from Liverpool.

To the Right Hon. J. W. Henley, M.P.
&c. &c. &c.

I have, &c.
(signed) *Thos. H. Brooking,*
Chairman of the Provisional Committee.

[The above letters are in reply to a private one from the late President of the Board of Trade, and a verbal communication from Mr. Booth to the solicitor of the company.]

— No. 37. —

Sir,

Glasgow, 15 December 1852.

I BEG leave respectfully to call to your remembrance, that on the 30th ultimo deputations from the several commercial associations of this city, of Greenock, and of Port Glasgow, had the honour of having an interview with you at the Board of Trade, on the subject of granting a charter, with limited liability, to a company proposed to be formed, under the title of the London, Liverpool, and North American Screw Steam Ship Company.

I will not occupy your valuable time in again laying before you the arguments used, and the reasons urged, against the granting a charter as desired by this company, which on general grounds must be admitted would be very impolitic,

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and in the present position of this country as regards the trade and intercourse with the United States and our North American colonies, is certainly not necessary, but which would most undoubtedly check and discourage private enterprise, and would be very unjust to all those now engaged in that trade.

But since my return here I have received information, which I consider to be of so much importance, and so directly bearing on the matter, that I conceive it would be a dereliction of duty on my part, not only to Her Majesty's Government, but also to the commercial interests involved in this question, not to bring it under your notice. Mr. James Allan, an extensive and highly respectable shipowner of this city, informs me that a responsible and able party in Montreal offered to the Government of Canada to undertake the service required for a sum of money, the precise amount of which he cannot give me, but he believes it to be only a trifle more than that agreed to be paid to the contractors under whose influence and for whose benefit the charter now under consideration is sought for; and I am further informed by Mr. Allan that by last mail from Canada he has received letters from his friends expressing a hope that the contractors may not succeed in forming their company, as in that case they expect the Canadian Government would fall back upon and accept their offer; for it is understood the contractors cannot of themselves carry out the contract they have undertaken. I beg leave, in conclusion, to state that I have further considered this subject in all its bearings, with several gentlemen of the deputation, and we have very respectfully now to say, that we can discover no grounds on which the granting of said charter could be justified; and, for the reasons then and now given, I earnestly hope you will be pleased to give effect to the opinions and requests of such a very large portion of the merchants and shipowners of this kingdom, who have addressed you on the subject, by finally refusing to grant the charter referred to.

I am, &c.

To the Right Honourable J. W. Henley, M. P. (signed) *Allan Gilmour.*
&c. &c. &c.

— No. 38. —

Sir,

Burlington Hotel, 17 November 1852.

I BEG to enclose you two notices, from which you will perceive that I had long been preparing, upon my own responsibility, to carry out the very trade that these parties are now applying for an Act of incorporation, with limited liability, to enable them to form a company to oppose or ruin me. It is sixteen months since I contracted for the building of these ships; they cannot be produced in a few months. If any or all of these parties enter into this trade, upon their own responsibility, I shall not complain; I know that I am always liable to such opposition, but let it be upon fair terms. There are many other houses who have ships in the same trade upon their own capital and responsibility; there is no lack of means for carrying on the business.

The shipowners in every part of the kingdom have expressed their dissatisfaction. A more unpopular measure was never brought under the notice of the Government.

In a former communication I mentioned that this company were to get assistance from Canada, and also from Portland in the United States; these aids will give them great advantages over any other party, which should satisfy them.

I see by their prospectus, published in the "Times," that Mr. Peabody, an American, is one of their trustees.

I am, &c.

To the Right Honourable J. W. Henley, M. P. (signed) *S. Cunard.*
President of the Board of Trade.

[The above letter was not made official until the 17th December.]

— No. 39. —

Sir,

Burlington Hotel, 17 December 1852.

I OMITTED yesterday to beg your attention to a letter addressed to you from Messrs. Richardson, Brothers, & Co., dated the 9th instant, of which I have a copy. They have a much stronger claim to the charter than the present applicants, as they have been in the trade for two years, while the other parties have done nothing.

If this charter is granted, there can be no justice in refusing a charter to any applicant, for any purpose.

I will take an opportunity hereafter of proving to you that my statements are all correct, although you have not given any credit to them; and I think I shall also be enabled to show that the statements made by interested parties injurious to me, which you have received as facts, are not correct. My statements are in writing.

The Admiralty advertised for tenders for this service; the contract was not given to me privately, as frequently stated. Proposals were sent in; I have copy of them now before me; one of which was from the Great Western Company.

My offer was only one-half the amount of the lowest tender of the other parties. I have performed the service to the satisfaction of every Government since I took the contract, and I cannot but feel mortified that the present Government have been hostile to me, and have expressed so strong a determination to injure me; I am their servant, and they are bound to uphold me while I do my duty.

You stated that I had taken measures to oppose and injure the Great Western Company; you have been misinformed. The Great Western Company established themselves at Bristol; I established my line at Liverpool; after I had been there a few years, the Great Western Company sent their ships to Liverpool, avowedly to injure us. They sailed their ships at the season when passengers were to be had, laying them up in the winter when there was not travelling; our ships went regularly throughout the year, winter and summer. During a very short period of one year we reduced the rate of passage-money, but they had previously reduced the rate by the Great Britain very much below our rate. The great reductions in freight and passage-money have been made since the Great Western Company retired, not before.

I have had much trouble and anxiety in contending with the American opposition, which should entitle me to the consideration of my own Government, and not to its hostility. This charter has been opposed by the shipowners throughout the kingdom, as a measure injurious to them. The shipping interest has been much depressed for some time past; it is now improving, and this charter would retard its improvement.

I remain, &c.

To the Right Honourable J. W. Henley, M.P.
President, Board of Trade.

(signed) S. Cunard.

— No. 40. —

To the Committee of Her Majesty's Privy Council appointed for the Consideration of Matters relating to Trade and Foreign Plantations.

The Memorial of the undersigned Shipowners of the Port of *Liverpool*,

Showeth,

THAT your memorialists have observed that an application by the London, Liverpool, and North American Screw Steam Ship Company for a charter, with limited liability, is still under the consideration of your Honourable Board.

That your memorialists have an immense stake in the shipping in this country, and they have embarked their capital therein, willing to incur all the responsibilities and risks of shipowners to the fullest amount of individual liability, and content to compete fairly and freely one with another, like any other unprivileged class of British traders.

That to encourage by a charter, with limited liability, a body of speculators to compete with your memorialists at a very small risk to themselves, and to deprive

your memorialists of a very considerable portion of that trade which has been created by their industry and perseverance through all difficulties and disadvantages, would not only be most unjust and injurious to your memorialists, but a great discouragement to all future private enterprise.

That the granting of such a charter is not called for by any public necessity at the present time, and there can be no doubt that if your memorialists and others engaged in shipping are not discouraged (as they will be if such a charter as the one sought for is granted), an almost unlimited amount of capital will in a few years be invested in screw and other steam ships to trade between this country and North America.

That it is only by encouraging free and unprivileged competition between shipowners, not favouring one class or body more than another, that this country can continue to experience the benefit of a still further extension of nautical science, and of successive mechanical improvements connected with steam ships, and shipbuilding generally, such as of late years have contributed so much to the public convenience and advantage.

Your memorialists therefore humbly pray that your Honourable Board will not grant a charter, with limited liability, to the London, Liverpool, and North American Screw Steam Ship Company.

And your memorialists will ever pray, &c.

(signed)

James Poole & Co.

Potter, Brothers.

Thomas Chitton.

Thomas Chapman.

James Boadle.

W. J. Merens.

James Beazley.

Andrew Byrne & Co.

Baruchiam, Makin, & Co.

Brice, Friend, & Co.

D. and J. Macdonald.

William Barber.

Edward Bates.

Robinson & Girvin.

John Longton.

James Brown & Co.

William Ford & Son.

James Gardiner.

John Jones.

Preston & Watson.

Jamieson, Brothers, & Co.

William and James Tyrer.

Muir, Morton, & Co.

Imvie and Tomlinson.

Thomas and J. Brockelbank.

Bolds & Co.

Hatton & Cookson.

William James & Son.

Henry Contrough & Co.

Willis & Co.

Thomas Harrison & Co.

Farnworth & Jardine.

Kelso & Dowie.

P. H. Magee.

L. H. Macintyre & Co.

James Higham.

J. Prowse, Jun.

Thomas K. Shallcross.

Henry C. Chapman.

Thomas Rimmer & Son.

John Jardine.

John Swire & Sons.

Charles Moore & Co.

Lampert & Holt.

Mackay & Miller.

Joseph Robinson.

Pilkington & Intron.

Wilson and Dawson.

P. p. Ritchie, Mackay & Co.,

John Ritchie.

Cato Miller & Co.

Douglas & Westcott.

William Marwood.

Samuel Wakeham.

J. S. Strong.

R. Singlehurst & Co.

Frederick H. Powell.

John Setty.

Jones, Palmer & Co.

George Kendall & Son.

Henry Cuming.

James Logan & Co.

W. B. Boadle.

James Baines & Co.

Jos. Mondel.

William Coltartson & Co.

Clint & Co.

W. and R. Grindlay.

Brooke & Worthington.

Thomas Roydon.

Peter Chaloner, Sons, & Co.

James Levingston.

Samuel M'Gill.

M'Nair & Dutton.

Ulric John Anderson.

Richard Rowlinson.

Matthew Clover & Co.

William Stephenson.

[Received from Mr. Turner, M.P.]

— No. 41. —

London, Liverpool, and North American Screw Steam Ship Company.

Sir, 11, Leadenhall-street, 17 December 1852.

IN sequence to the letter that I had the honour to address to you on the 15th instant, I now beg leave to convey to you the following copy of a despatch received this afternoon by telegraph, from Mr. Robert Lamont of Liverpool, who made a statement to you on the 11th instant respecting the reduction of the rates of freight by the Cunard association, when attempts were made to compete with them:—

“In August 1844, Cunard reduced rates from 7*l.* to 70*s.*, opposing ‘Great Western’ steamer; again in May 1848, from 7*l.* to 50*s.*, opposing steam ship ‘United States;’ fine goods were taken by Cunard’s screw ‘Andes,’ 8th instant, at 30*s.*, in opposition to ‘City of Manchester’ screw steamer at 60*s.* These are special reductions to drive off occasional steamers.”

I have, &c.

The Right Hon. J. W. Henley, M.P.
&c. &c. &c.

(signed) *Thos. H. Brooking*,
Chairman of the Provisional Committee.

— No. 42. —

Sir, 11, Leadenhall-street, 28 December 1852.

ON behalf of the provisional committee of the London, Liverpool, and North American Screw Steam Ship Company, I respectfully solicit your attention to their petition for a Royal charter of incorporation, which was presented to Her Majesty in Council on the 15th October last.

That petition having been referred to the Board of Trade, the committee have had three several interviews with the late President, Mr. Henley, and have furnished him in writing with replies to the various questions suggested by him; and they have been recently informed by him, that he considered the subject ripe for a decision, which he would have pronounced before Christmas if he had remained in office.

The committee trust, that in consideration of the great inconvenience and additional expense to which they are of necessity exposed by delay under present circumstances, you will hold them excused for approaching you thus early, and requesting that the subject of their petition may be entertained by you as promptly as possible; and I have the honour to request that you will be pleased to receive a deputation from the committee at your convenience to offer such further explanations as you may require.

I have, &c.

Edward Cardwell, Esq.,
President of the Board of Trade,
&c. &c. &c., Whitehall.

(signed) *Thos. H. Brooking*,
Chairman of the Provisional Committee.

— No. 43. —

Burlington Hotel, Cork-street,
9 January 1853.

Sir,

WITH reference to the application of the London, Liverpool, and North American Steam Ship Company for a charter, it has been stated by these parties that the trade between London and North America is carried on chiefly by foreign ships, that very few English ships are employed in the trade, and that this company now propose to remedy an evil that has existed for upwards of 30 years, by taking into their own hands the management of the whole trade between this country and North America, including the United States as well as the colonies.

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I must admit that the trade from the port of London to North America is chiefly carried on by foreign ships; there are several regular lines of American ships, embracing a very large portion of the traffic and passengers. The ships composing each line are owned by one mercantile house in the United States, the individual partners of which are jointly and severally liable for all engagements.

It is to be regretted that so large a portion of the trade of this great commercial city should be carried on by foreign ships; but may it not be asked why these patriotic gentlemen have allowed such a state of things to exist for 30 years, to the great injury of their country? Should it be said that English merchants do not understand how to conduct their affairs so as to enable them to compete with foreigners? Why have not these applicants established similar lines of British ships? They have not done so, but have allowed the foreigner to monopolise the trade at their own door sill; the reason is very obvious; they had not sufficient spirit or confidence in their own management to risk their money, but are now ready and willing to undertake the whole trade, embracing, as they state in their prospectus, 3,800,000 tons of shipping annually, the money being provided for them by the sale of shares of 20*l.* each, with limited liability; the outlay of the directors of their scheme may be much more than covered by their commission for management.

These gentlemen are entitled to no consideration; they have originated nothing, they have risked nothing; but they have, by their own showing, allowed the trade at their own door to be occupied and carried on by foreigners, and they now have the modesty to ask for privileges to enable them to go into a trade that is now being carried on by several other parties at their own cost and risk. They do not own a single steam ship, neither have they one in the course of construction; they are waiting to obtain exclusive privileges to enable them to go on the Stock Exchange and elsewhere to dispose of stock to raise the money.

I have had to contend, not only against individual Americans, but against the American Government, who have doubled the subsidy to their contractors to enable them to drive me off the line, and we have incurred a frightful expenditure in building powerful ships to meet this competition, which may in the end lead to the ruin of myself and partners. Great ships of this kind are too costly to run, except with the mails, and will be valueless at the end of the contract. I have not looked on quietly, as these worthy gentlemen have done.

They state that I receive a subsidy, but it is not correct. Our screw steam ships have nothing to do with the mail service; they were built for other purposes. So soon as I found that a railroad was to be constructed to connect Montreal with Portland, in the United States, I was aware that a large portion of the goods for Canada would go in that direction, and we immediately made arrangements to build screw steam ships to meet the change in the trade. We commenced building nearly two years ago. One ship of 1,500 tons has already left, and another of the same size is now loading at Liverpool, and four others will be ready to follow in succession. I did not wait until foreign ships had occupied the ground, as these active merchants have done, but I took the initiative, and am prepared to extend the trade to Portland and to other places with British steam ships. There are many other persons owning screw steam ships in the same trade proposed to be absorbed by these gentlemen.

In their communications with the Board of Trade, they have animadverted with much asperity upon the arrangements made with me for the conveyance of the mails. It may therefore not be out of place to refer to the origin of that transaction.

The mails were formerly carried by the old 10-gun brigs, at a cost of 40,000*l.* a year, and the frequent loss of many valuable lives. The Government were pressed to adopt some better mode.

The Admiralty advertised for tenders; two were sent in, but the terms were so exorbitant that the Admiralty hesitated to accept either.

About that time I came to England for the express purpose of laying before the Government a plan for the performance of this service; my plan was approved of. I agreed to do the service for one-half the sum of the lowest offer that had been made. Arrangements were subsequently made for increasing the number of voyages and the power of steam ships; in each arrangement, the

the advantage of the Government was well attended to. The lowest tender was for 65,000*l.* a year for 12 voyages, with vessels of 240 to 300 horse power.

	£.
If 12 voyages cost 65,000 <i>l.</i> , 52 voyages will cost - - -	281,666
I receive for 52 voyages, with ships from 700 to 1,000 horse power - - - - -	173,000
	<hr/>
	£. 108,666

Making a saving of 108,666*l.* per annum to the Government; and the ships offered could not have done the work. The postage received by our steam ships has been equal to the money paid to me, beside saving 40,000*l.* a year, the cost of sailing the old ships, and furnishing a regular weekly communication instead of an uncertain monthly communication.

Is there anything in this transaction that should justify the Government in setting up a party, by giving them this charter, whose avowed object is to ruin me, but who are afraid to risk their own money? As I have endeavoured to do my duty faithfully, and having originated this measure, I was in hopes that I might with confidence look to the Government for support, and was much mortified to find that these gentlemen, basing their application upon my downfall, were to be assisted by the Government to accomplish it.

These gentlemen were residents in London when the Government applied for tenders for the performance of this service: why did they not go forward and offer to do it? They were afraid to do so.

I was in America at the time, a colonist, and came forward with my own plans; and although these gentlemen condemn me, my acts are before the Government and the country, and I do not fear their censure. As they have thought proper to advert to me in no favourable terms in their verbal communications with the Board of Trade, I have a right to review their conduct.

A grant of 24,000*l.* a year has been given by the Canadian Government to encourage a communication by screw steam ships to Quebec, which is a sufficient encouragement to the parties holding that grant; they could not expect a charter to enable them to perform this trifling service. A charter would not benefit them, if they confine their operations to this object; but if they were to get a charter for that service alone, they would soon find the way to expand their speculations under it.

The power and properties of the screw have only recently been ascertained. There will be plenty of screw steam ships in the trade to Canada before long, and these contractors may consider themselves very fortunate in obtaining so great an advantage as 24,000*l.* I must beg to call your attention to the petitions from the shipowners from every part of the kingdom against this charter.

Mr. Gilmour stated to Mr. Henley that he alone owned 50,000 tons of shipping in the Canada trade, and that he would be greatly injured by the charter.

No prudent merchant will embark his money in a trade to compete with a chartered company, with limited liability; they possess the power to drive all others off, and then enjoy a monopoly.

I remain, &c.

To the Right Hon. Edward Cardwell,
President Board of Trade.

(signed) *S. Cunard.*

Enclosure in No. 43.

TUESDAY, DECEMBER 7.—SCREW STEAM COMMUNICATION WITH NORTH AMERICA.

THE speech of Mr. W. Brown, M.P., in the House, on Tuesday, on this question, will be read with much interest. He is an undoubted authority in commercial matters; and the arguments he advanced come with additional force from him on many accounts, not the least important of which is that he has always been an able and consistent opponent of the principle against which he is now contending. Long before the Collins' or any other steam-boat crossed the Atlantic, he placed himself in this position. It will be remembered that, when the Bank of
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Liverpool was contemplated, a deputation, of which he was chairman, was sent to confer with the Bank of Manchester on the subject. It was there insisted that they should endeavour to obtain the shield of limited liability. Mr. Brown strongly opposed such a course, and subsequently withdrew from the conference, followed by the gentlemen who had accompanied him. The fact that he has continued consistently to adopt the same line of proceeding, sufficiently proves that he opposes the principle of limited liability from a firm belief that it is unjust and wrong.

Mr. Brown rose to move for copies of all applications made by the London, Liverpool, and North American Screw Steam Ship Company to the Board of Trade for a charter, and of all correspondence between the said company and the Board of Trade on the subject thereof; and of all letters, memorials, and other communications received by the Board of Trade from other persons, companies, and associations relating to such application. The Honourable Gentleman (who was very imperfectly heard) observed, that his motion arose out of a feeling that injustice might be done in consequence of an application which had been made to the Board of Trade by the London, Liverpool, and North American Screw Steam Ship Company to grant them a charter, limiting the individual liability of the shareholders. Those on whose behalf he spoke, considering that this would be a very dangerous precedent, sought no such privileges for themselves. They considered that it would be a direct interference with private enterprise, and a direct violation of the principle that unrestricted competition should be the policy of nations. They deemed it to be most important that the Government should not grant to one class of her Majesty's subjects privileges which were not enjoyed by all, when no necessity was made out for such a course. It could not be denied that an immense amount of the shipping of the United Kingdom was already engaged in the trade which was now sought to be monopolised. Already screw steam ships were trading, and many others were being built for the purpose of carrying it on. Cunard's line alone had several vessels of this description on the stocks, and none of these sought any exclusive benefits or privileges. His views upon this subject were fully set forth in a memorial from the shipowners of Liverpool to the Board of Trade. The Honourable Member then proceeded to state his surprise that a banker, one of the Honourable Members for the city of London, had accompanied the deputation who were seeking to obtain for their company limited liability. He presumed it was merely to introduce his constituents to the Right Honourable the President of the Board of Trade, for no man knew better than he (Mr. Masterman) if a joint-stock company wished to open an account with a London banker, if he found connected with it men of great wealth and respectability, who were responsible for the whole amount of their fortunes, there was no difficulty; but, let the very same men be united in a joint-stock company with limited liability, and seek to do business with them, prudence would make him view the account very differently. He thought it would not be disputed that joint-stock companies necessarily carried on their business more expensively, and with less economy than private individuals, and, where they were chartered with limited liability, in any trade, they discouraged private competition. And what was the effect? If they were successful, the public must pay more for their services; if they were not able to pay their debts, their creditors must suffer, as they had no claim on the private fortunes of the partners. As credit was one of the elements of the power and greatness of this country, anything that impaired it in the least was a positive injury to the State. Here, with the exception of the Bank of England, railroads, and a few marine companies, where the funds required were too large for individual means, or where the nature of the undertaking was of great benefit to the State, but of doubtful or speculative advantage to the stockholders, had charters of limited liability been granted? Here were cases made out, but there was none for Canada. Look at France, where limited liability was common: the credit of France, compared with that of England in foreign nations, could not be spoken of in the same day. He knew, from his own experience, that, in the worst of times, bills on England, with respectable drawers, were saleable, because they had no limited liability. It was different with French bills, for they had no knowledge in foreign countries of who the partners were, or to what extent limited liability would operate against us, and consequently they were in worse credit than we, and we should preserve our 'vantage ground by every means in our power, and not impair it. There was nothing, he said, of which the House should be so jealous as the introduction of a system which, under the name of joint-stock companies, would interfere with the commercial credit of this great country. He hoped, therefore, the President of the Board of Trade would grant the papers which he had moved for, in order that those gentlemen who considered that it would be unwise in Government to grant the privileges that were now asked for might have an opportunity of seeing on what ground they were sought, and of answering the argument that might have been put forward on their behalf, which he had no doubt could be done in a manner quite satisfactory to the Government. He hoped the Government would not in this case depart from the resolution which the House had agreed to only a few nights ago, by a majority of nearly 500, that unrestricted competition should be the policy of this country, which forbade special privileges to any company. It was an important fact, that many of the States of America, which, prior to 1837, granted charters of limited liability to their banks, had found them productive of such serious consequences that they had refused to renew them on the same terms. In the State of New York they required caution money; in some other States they made the stockholders liable for more than the amount of their stock. When these shrewd people were retracing their steps from known evils, he trusted this country would not allow that most important element, credit, which had contributed so much to the prosperity of the country, to be impaired by granting charters of limited liability. At the same time he did not deny that, with places

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very remote, where the undertaking was speculative and where private capital was inadequate to the undertaking, but where it was of importance to the nation to have a quick and safe postal communication, to encourage a new trade charters might be granted as the exception, but not the rule. But none of these requirements were necessary in the North American trade. There was abundance of money seeking employment everywhere that there was the least prospect of turning it to account even for a moderate return. He admitted that the Board of Trade had a difficulty to contend with, where such contradictory views were impressed on the Right Honourable President; but forty years' experience in business had convinced him of the danger that would arise from granting charters of limited liability. For these reasons he hoped the returns would not be refused, because limited liability would impair the general credit of the nation; because it would injure most important interests, without any corresponding benefits to the State; because there were ample funds to meet the requirements in question, and because we had already a most efficient postal communication by the Cunard line, which had no special privileges of limited liability. All this showed that the joint-stock company in question had no special case that ought to induce the Government to meet their views. Having stated his opinions, he would trouble the House no further than to thank them for the indulgence they had accorded to him.—In answer to the Honourable Member for Kidderminster, Mr. Brown said, all he wanted was a fair field and no favour, and that we should maintain the vote of unrestricted competition. To the Honourable Member for Cork, he would say that wherever cargo was to be got, it enabled ships to carry passengers cheaper than where there was no cargo; but, as his object was to get an expression of the opinions of the House rather than to divide on the motion for papers, he would withdraw it; at the same time, although there might be a difficulty in granting papers in negotiation with foreign Governments, he saw none on the present occasion. He assured the Right Honourable the President of the Board of Trade that his asking for those documents was not for want of confidence in or respect to him, and he had no doubt the Right honourable Gentleman would decide as he conscientiously believed to be right.—Mr. Henley complained that the Honourable Member sought to include the great subject of limited liability in partnership in a particular question, and while that question was *sub judice*. For the present, at any rate, he would resist the demand.—In the course of a conversation that followed, Mr. James Macgregor, adverting to some remarks made by Lord Goderich, denied that it was intended to give the company any monopoly.—Mr. Brotherton and Mr. Hume, while concurring in what had been said in favour of the motion, advised Mr. Brown to withdraw it for the present.—Sir F. Baring considered that papers, when demanded by Honourable Members, should not be withheld by Government without good reason.—Mr. Henley had refused the papers simply as a matter of convenience.—Mr. R. M. Fox, Mr. V. Scully, Mr. Hudson, Mr. Roache, Mr. C. Turner, and other Honourable Members contributed some remarks, which resulted in the withdrawal of the motion.

— No. 44. —

Sir,

Burlington Hotel, 12 January 1853.

I HAD the honour to address a letter to you on the 9th instant; since then I have seen a printed statement made by the applicants for a charter. They persist in stating that no steamers have been employed between England and North America, except those owned by subsidised companies.

I transmitted to the Board some time ago a return of steamers employed in that trade by parties having no allowance from Government; I have not a copy of that return at hand, but I have a memorandum from which I can name many of the steamers so employed; viz. :—

City of Glasgow	-	-	-	-	-	1,610	tous.
City of Manchester	-	-	-	-	-	2,125	„
Glasgow	-	-	-	-	-	2,100	„
Great Britain	-	-	-	-	-	3,000	„
Sarah Sands	-	-	-	-	-	1,800	„
City of Pittsburg	-	-	-	-	-	1,875	„
S. S. Lewis	-	-	-	-	-	1,103	„
South Carolina	-	-	-	-	-	1,600	„
Pioneer	-	-	-	-	-	2,500	„

And I have six others now coming into operation. It is well known that these vessels are owned by individuals receiving no subsidy, and without charters.

It is also stated that other parties have obtained charters. If charters have been improperly granted, it is not a good reason for continuing to grant them.

The Royal Mail Company, and Peninsular and Oriental Company, are large concerns beyond the means of private individuals. The General Screw Company and the Australian Company embarked in an uncertain and untried trade, and they

they carry the mails; there may have been good reasons for granting charters to them, and to others, and more especially as the power of the screw was not fully developed; now it is well understood, and ships will in future be generally constructed with screws, and there will be plenty of them without the aid of charters.

It is well known that individuals can carry on business upon more advantageous terms than public companies, and as the applicants for this charter say that they are extensive shipowners, and largely connected with, and interested in, the trade and commerce of this country, and of the North American Colonies, and the United States, and are actuated by a desire to increase the trade between the two countries, I can point out a simple mode of attaining the objects they have at heart.

There are 15 directors and three trustees; let each one build a screw steam ship, and prosecute the trade on his own account and risk; it cannot be said that the cost of one little screw steam ship is not within the means of each of these gentlemen; such a measure would operate as an example to others; these gentlemen would then have the satisfaction to know that they had done good service to their country, removing the stigma that attaches to them for allowing the commerce of the port to get into the hands of foreign ships; hundreds of screw steamer ships would doubtless soon be employed out of the port of London; it only requires some one to set the example; the projectors of this measure could then increase their stock or retire, as they please, having accomplished the good and patriotic objects they had in view.

These gentlemen have created an unnecessary alarm, by stating that unless this charter is granted the French Government will send steamers to London, and absorb all the trade. I do not think this is likely to be the case; but if these gentlemen do no more for the commerce of the port of London than they appear by their own showing to have done for the past 30 years, I cannot see any reason why French steamers should be excluded from the trade. I know that these gentlemen are great protectionists, and may not wish to see French ships participate in the trade of the port; but as they admit that the Americans have the whole trade now, why should not the French have a share? These are days of free trade, and if our merchants will not carry on the commerce of the country, others must be allowed to do it.

But if these gentlemen should ever decline to build steam ships, their predicted ruin of the country may not follow; others will build them. I know that Mr. Gilmour, the largest shipowner in the world, informed Mr. Henley that he would undertake to carry out the Canada contract without a charter, and I also know that one of the first houses in London made a similar offer to Mr. Henley. The documents will be found at the Board of Trade.

These gentlemen make a pretext of carrying the mails, but as the mails are now conveyed regularly twice a week each way, and are delivered in about 12 days in Canada and in England, it is not likely they will be employed in that service for some time to come.

The Right Honourable
Edward Cardwell, President of the
Board of Trade.

I remain, &c.
(signed) *S. Cunard.*

— No. 45. —

Sir,

Burlington Hotel, 13 January 1853.

I BEG to enclose a slip from the "Times" of this day, by which you will see that the owners of the screw steam ships "City of Manchester" and "City of Glasgow" are now adding another ship to their line. Messrs. Richardson, Brothers, the owners of these ships, sent a memorial to the Board of Trade some time since, praying that this charter might not be granted, as it would interfere with their trade and that of other individuals.

When I addressed you yesterday I had merely seen the printed statement put forth by the applicants for the charter; I have since obtained a copy of it. The fallacy or deceitful argument which pervades this manifesto consists in the
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tacit assumption that the projected company is about to undertake a great national enterprise requiring a united capital. If this were the case, I should make no objection; I do not pretend to say that nothing should be done by corporations. In this gratuitous version of the views of the opponents to the charter, the framer of this manifesto draws upon his own imagination; we entertain no such unreasonable idea, but we contend that private enterprise shall not be wantonly suppressed by the creation of corporations, unless the magnitude of the undertaking renders a corporation necessary. This is not the case as regards the present project.

The promoters dexterously give their collective intended operations the aspect of one operation, when, in fact, this is a deceptive view of the case. Steamers running between London and New York, London and Quebec, London and Portland, Liverpool and New York, Liverpool and Quebec, Liverpool and Portland, &c. &c. may all belong to different and unconnected proprietors; more than that, the several steamers in each line need not be all of one ownership.

The injury to the public of a line or lines of steamers of this sort being all under one incorporated ownership would be extremely great. There would be no incentive to progressive improvement, such as would exist were the service carried on by a dozen or two of private owners or firms, all striving with each other for superiority.

The Act of Parliament which enables the Board of Trade to grant charters was never intended for fostering companies such as the one now proposed; but the intention clearly was that the Board of Trade should have it in their power to incorporate companies, when such incorporation was necessary towards carrying out undertakings of magnitude, which from their nature required a large united capital. It never could have been intended that the Board of Trade should grant charters to enable a grasping directory, without responsibility (composed of persons who, by their own showing, had permitted the trade of London to pass into the hands of foreigners), to purchase a fleet of steam ships, by the sale of shares of 20*l.*, to form a monopolising squadron sufficiently powerful to run down the opposition of individual enterprise. The Act could never have contemplated such a power, and I feel confident that the Board of Trade will not perpetrate such an injury on the whole shipping interest of the kingdom. Mills in Lancashire cost 20,000*l.*, 50,000*l.*, or 100,000*l.* each, owned by private firms; what would be thought of an application for a charter, with limited liability, from a company of proprietors to erect mills? Would not all the millowners unite, as the shipowners now do, in protesting against such an act of injustice to them?

These applicants have made statements calculated to deceive the Board of Trade.

They say, "There are no British steamers with which this company can compete, except those protected by contracts."

I sent you a return yesterday of steam ships employed between Great Britain and North America that are not protected by contracts. These parties are well aware that many screw steam ships have been employed in the trade between this country and North America, and that many more will soon be employed. They have seen our advertisements in the papers of six additional screw steamers for several months past, and know that some of them have actually sailed. Private enterprise will do all they propose to do, and a great deal more, without the aid of these 15 directors, who have left undone what they should have done, and are now grasping at that which they have no just claim to, and the granting of which to them would be a measure most injurious to the country. Private enterprise has been employed for years in clearing the way, while these gentlemen have been asleep; and private enterprise will do all they even profess to do, if not interfered with by such a charter.

To the Honourable Edward Cardwell,
President of Board of Trade.

I remain, &c.
(signed) S. Cunard.

[Receipt acknowledged.]

— No. 46. —

Sir,

11, Leadenhall-street, 13 January 1853.

It is thought by some of my friends who were present at the interview with which you honoured the provisional committee of the London, Liverpool, and North American Screw Steam Ship Company on 10th instant, that I did not reply with sufficient distinctness to the proposition suggested by you to the following effect; viz., "That the fact of which I complained, that individual shipowners are overborne in competition by the powerful combinations now existing in the carrying trade between England and New York, might be urged by our opponents as a reason for not encouraging the establishment of our company, which might equally overpower competition on the part of individuals."

I therefore request your permission to state, shortly, the answer which I intended to give to that proposition.

1. That the carrying trade between London and New York is at present a strict monopoly in the hands of a body of American owners of sailing ships, who either enjoy, or may obtain without trouble or expense, the advantages of limited liability; that competition with them by individual English shipowners is hopeless; and that such competition can only be supported by a company possessing the like advantages.

2. That three-fourths of the carrying trade between Liverpool and New York is in the hands of similar bodies of American shipowners, acting in concert, and possessing the same advantages, with whom competition by individual English shipowners is hopeless; that the chief part of the residue of that trade is engrossed by the steam vessels of the Collins (American) and Cunard (English) lines, whose power of overbearing all individual competition is derived from the enormous subsidies which they receive from their respective Governments; and that, in fact, all the attempts that have been made by steam vessels to compete with them have failed.

3. That this company will not displace a single ton of the British shipping now employed in the conveyance of rough goods and emigrants from Liverpool to New York; but, on the contrary, each voyage of the company's steamers would give additional employment to an English ship in carrying 500 tons of coal to New York for the steamer's use on her return voyage.

If the trade between London and Liverpool and New York were now conducted by individual British owners of either sailing or steam ships, there would be grounds for refusing to charter a powerful company to compete with them; but the facts of the case are notoriously otherwise; the operation of the English and American navigation laws first enabled powerful combinations of American shipowners to monopolise that trade; Government subsidies have since enabled the steam companies to participate in it; and it is now impossible for any but companies with large capitals to compete with such powerful bodies for a share either of the existing amount of trade or of its annually increasing quantity.

To the Right Hon.
Edward Cardwell, M.P. &c. &c.

I have, &c.
(signed) R. Carter.

— No. 47. —

Sir,

Burlington Hotel, 18 January 1853.

I TAKE the liberty to enclose a New York paper of the 1st instant, from which you will see that the ships composing one line belong to different firms, and are managed by their respective owners. The captain generally owns a part of the ship he commands.

The owners of these lines are among the richest houses in the United States; Grennell, Mentum, & Co. would find no difficulty in owning all the lines put together; but it is more for the advantage of all parties that there should be a good understanding with each other, and that they should unite in running their ships at fixed periods.

And there is no good reason why similar lines of British ships should not have

have been running for the last thirty years, and in a friendly spirit with the American lines.

I should be ashamed to tell you that foreigners had taken the trade from the port in which I was carrying on business, if I had not public spirit, energy, and industry sufficient to meet them; in fact, competition should be unworthy of support or assistance, and should not be bolstered up by a charter, which would do me no permanent service. The trade that cannot be carried on by private individuals with their own capital will not succeed under the management of a board of directors and their deputies; the evil day may be averted for a time, but must inevitably come.

I also enclose a slip from a New York paper, showing the mode adopted of publishing limited partnerships. I do not think that large firms adopt this plan, but I am not sure about it.

To the Right Hon. Edward Cardwell,
President Board of Trade.

I remain, &c.
(signed) *S. Cunard.*

Enclosure 1, in No. 47.

LIMITED PARTNERSHIP.

THE subscribers have formed a limited partnership, pursuant to title one, chapter four, part two, of the Revised Statutes of the State of New York, to commence on the 1st day of December 1852, and to terminate on the 30th day of November 1855, for the purpose of transacting a business of the general nature of purchasing the materials, and manufacturing and selling clothing or wearing apparel, in the city of New York, and such other parts of the State of New York as may be deemed expedient, under the name and firm of James Wilde, jun.

The subscribers, James Wilde, jun., John S. Wilde, both of the city of Brooklyn; Frederick S. Kirtland, George B. De Forest, and Benjamin H. Pierce, all of the city of New York, are the general partners; and the subscriber, Samuel Lord, of the city of New York, is the special partner, and has contributed 50,000 dollars in cash to the common stock. —Dated New York, 1 December 1852.

(signed) *James Wilde, Jun.*
John S. Wilde.
Frederick S. Kirtland.
George B. De Forest.
Benjamin H. Pierce.
Samuel Lord.
Place of business, 64, Nassau-street.

RENEWAL OF LIMITED PARTNERSHIP.

In pursuance of the revised Statutes of the State of New York, notice is hereby given by the subscribers, that they have renewed and continued the limited partnership heretofore existing between them, under the name of J. D. Price, in the business of buying and selling merchandise, manufacturing and selling of clothing, and conducting the tailoring business in all its branches, in the city of New York. The subscriber, Jesse D. Price, who resides in the city and county of New York, continues interested in said partnership as general partner, and Silas B. Hamilton, whose place of residence is in the city and county of Albany, and State of New York, continues interested in said partnership as the special partner, having contributed to the co-partnership now renewed and continued, the sum of 15,000 dollars of capital to the common stock, in cash, and which sum has not been impaired or withdrawn therefrom. The renewal of said partnership is to commence on the 15th day of December 1852, and to continue until the 1st day of January 1857.

Made and signed by the said parties, at the city of New York, the 13th day of December, in the year 1852.

(signed) *Jesse D. Price.*
Silas B. Hamilton.

NOTICE OF DISSOLUTION.

THE partnership heretofore existing between the undersigned, under the firm of Babcock, Gould, & Brown, is this day dissolved by mutual consent—Mr. Edward S. Gould retiring. The remaining business of the house will be settled by their successors, Messrs. Babcock & Brown, 20, Park-place.

Dated City of New York, November 29, 1852.

(signed) *Paul Babcock.*
Edward S. Gould.
James E. Brown.

LIMITED PARTNERSHIP.

THE undersigned have this day formed a limited partnership, pursuant to the revised Statutes of New York, to be conducted under the firm or name of Babcock & Brown. The general nature of the business is the general cloth and dry goods business, importing and jobbing (so called) at wholesale, to be transacted in the city of New York. The general partners are Paul Babcock, who resides in the city of New York, James E. Brown, who resides in the city of Brooklyn, and Charles B. Babcock, who resides at Paris (France). The special partner is Frederick Cunningham, who resides in the city of New York, who, as such special partner, has contributed to the common stock the sum of 50,000 dollars in cash, actually and in good faith paid in. The partnership will commence on the 29th of November, A.D. 1852, and will terminate on the 29th of November, A.D. 1857.

Dated City of New York, November 29, 1852.

(signed) *Paul Babcock.*
James E. Brown.
Chas. B. Babcock.
(By Paul Babcock, Attorney.)
Frederick Cunningham.

— No. 48. —

Sir,

Glasgow, 18 January 1853.

HAVING observed by the "Times" newspaper that the directors of the London, Liverpool, and North American Screw Steam Ship Company have recently had an interview with you at the Board of Trade, and presuming that their object was to continue or renew their application for a charter of incorporation, limiting the liability of shareholders to the amount of their respective shares, I consider it my duty, as representative of the deputations of the several commercial associations of this city, and of the magistrates, merchants, and shipowners and others of Greenock and Port Glasgow, that on the 30th November last had an interview with your predecessor, the Right Honourable W. Henley, on this subject, to state that on that occasion, as well as previously by memorials, and also that the merchants, shipowners, and others of other large and important places have strongly urged on the late Government that the granting of a charter for the purposes intended would be impolitic in a national point of view, and manifestly unjust to those who now have large capital invested in ships sailing to Canada, and to those who have already invested, and who are now extending their investment in screw steam ships for the Atlantic trade. I consider it would be nationally impolitic, because in this particular trade the granting of such a charter would check private enterprise, which now, since the power of the screw propeller seems to be fully established, would ere long have fleets of screw steamers to perform every kind of service necessary for the interests of this kingdom in extending the intercourse with our own colonies and foreign nations. And it would be unjust to those who at present have large capital embarked in shipping, and who by law of the land are liable to the last farthing they may have in the world in all the consequences and responsibilities of their position, because the charter would give privileges and advantages with which individual exertion could not successfully contend; and besides, the protection thus afforded would encourage reckless and extravagant management, and hence undue competition, which private enterprise could not withstand. But I cannot conceive on what grounds the granting of this charter could be justified: the service is certainly not required for postal purposes, for though it were in full operation to-morrow, no regular mail would be sent by those vessels, either to Canada or to the United States, and practically it would

would not benefit the great body of emigrants to Canada, as those who can afford to pay the rate of passage-money by steamers would still proceed as at present by the United States, and as the passage-money for the greatest number of the emigrants by sailing vessels, including provisions, water, medicines, &c. &c., necessary for the voyage, and 5 s. head-money or tax at Quebec, do not in all amount on the average to more than 70 s. for an adult, and in many cases less, it cannot be said there is any extravagance or room for deduction in that sum.

You are no doubt aware that some of the directors of this company have entered into a contract with the Canadian Government to establish a line of steamers to run between this country and Quebec, and for which service the company is to receive a large subsidy, besides certain privileges, and also exemption from payment of lights, and other provincial dues in the River St. Lawrence; these, I understand, will be ample and sufficient remuneration for the services to be performed; and in proof of this, I am informed that other parties in Canada, who gave a tender or offer for said contract, are now willing to undertake the works without any charter or privilege from this country, as the enclosed copy letter, which I addressed to the Right honourable Mr. Henley, will more fully explain, and to which I now solicit your attention.

This contract with the Canadian Government, you will be pleased to observe, was voluntarily undertaken for a consideration, as I have already detailed, without reference to any charter or privilege from this country. The service required was fully described and explained, the remuneration or payment for which having been finally adjusted between the parties, the contract was accordingly concluded. If the people of Canada consider that in their altered position it is necessary for their interests to have steam communication from Quebec direct to this country, and if the Government of that colony is willing to pay a certain sum to have the service carried out as they may require it, I at once admit, I have no right to object to that; but when I find that in addition to the grant of a certain sum of money, there is also the exemption from payment of lights, and other provincial dues, including, I presume, the tax of 5 s. on each passenger, I maintain that, a shipowner, and a merchant largely interested in the carrying and in the internal trade of Canada, I have a just right to complain. I am interested in very extensive establishments, both in Quebec and Montreal, in connexion with many others in the interior of the province on the Ottawa River, as well as on the shores of Lake Ontario; and it may not be improper further to state that the house here with which I am connected is more largely engaged in the carrying trade with Canada than any other in the kingdom. I find that on the average of the last three years we have had of our own ships in that trade, in number 46, and of the register tonnage of 40,373 tons, or about an eleventh part of the average annual tonnage of the whole trade of Quebec, and as by recent legislation our trade has been thrown open to all the world, we had prepared ourselves as well as we could to face fair and equal competition; but we are certainly not prepared, and will be quite unable to compete with any company such as that now under consideration, with the advantages and privileges which by contract with the Canadian Government have been already secured, and with the protection which the charter now applied for would unquestionably give. I have to state that none of our firm is, either directly or indirectly, interested in steam vessels, and that we are not in any way connected with any chartered or subsidised shipping company. For the foregoing, and other reasons that might with great propriety be urged, I earnestly entreat, on behalf of the deputations I have already referred to, on my own behalf, and that of the several establishments in this country and in Canada with which I am connected, and on behalf of the shipping interests of this country, that Her Majesty's Government will be pleased not to grant any charter limiting the liability of shareholders in shipping companies, or to give any privilege or protection over those engaged in the trade with North America.

I have, &c.
(signed) *Allan Gilmour.*

To the Right Honourable Edward Cardwell,
President of the Board of Trade, London.

Enclosure in No. 48.

Sir,

Glasgow, 15 December 1852.

I BEG leave respectfully to call to your remembrance that on the 30th ultimo deputations from the several commercial associations of this city, of Greenock, and of Port Glasgow, had the honour of having an interview with you at the Board of Trade, on the subject of granting a charter, with limited liability, to a company proposed to be formed under the title of the London, Liverpool, and North American Screw Steam Ship Company.

I will not occupy your valuable time in again laying before you the arguments used, and reasons urged, against the granting a charter, as desired by this company, which, on general grounds, must be admitted would be very impolitic, and in the present position of this country, as regards the trade and intercourse with the United States and our North American colonies, is certainly not necessary, but which would, most undoubtedly, check and discourage private enterprise, and would be very unjust to all those now engaged in that trade.

But since my return here I have received information, which I consider to be of so much importance, and so directly bearing on this matter, that I conceive it would be a dereliction of duty on my part, not only to Her Majesty's Government, but also to the commercial interests involved in this question, not to bring it under your notice. Mr. James Allen, an extensive and highly respectable shipowner of this city, informs me that a responsible and able party in Montreal offered to the Government of Canada to undertake the service required for a sum of money, the precise amount of which he cannot give me, but he believes it to be only a trifle more than that agreed to be paid to the contractors under whose influence and for whose benefit the charter now under consideration is sought for; and I am further informed by Mr. Allen that, by last mail from Canada, he has received letters from his friends expressing a hope that the contractors may not succeed in forming their company, as, in that case, they expect the Canadian Government would fall back upon and accept their office; for it is understood the contractors cannot, of themselves, carry out the contract they have undertaken. I beg leave, in conclusion, to state, that I have further considered this subject in all its bearings, with several gentlemen of the deputation, and we have very respectfully now to say, that we can discover no grounds on which the granting of said charter could be justified, and, for the reasons then and now given, I earnestly hope you will be pleased to give effect to the opinions and requests of such a very large portion of the merchants and shipowners of this kingdom, who have addressed you on the subject, by finally refusing to grant the charter referred to.

I am, &c.
(signed) *Allan Gilmour.*

To the Right Honourable J. W. Henley, M. P.
&c. &c. &c.

— No. 49. —

My dear Sir,

Reigate, 22 January 1853.

To enable me to answer explicitly your question, as to whether the objects contemplated by the North American Steam Ship Company cannot be accomplished by private enterprise, and without a charter, I must state in detail what those objects are; viz. to establish regular conveyance by steam for emigrants and goods, once a fortnight, or oftener, on the following lines:

- 1st. Between London and Canada.
- 2d. Between London and New York.
- 3d. Between Liverpool and Canada.
- 4th. Between Liverpool and New York.

No attempt has hitherto been made to establish steam communication on any of the three first of these lines; until our company was started, no one had ever proposed to do so.

The party who contracted with the Canadian Government to send steam ships from Liverpool to Canada did so under the impression that a Royal charter would be granted, almost as a matter of course, seeing that 11 such charters have been granted (most of them recently) to ocean steam companies, and that party is dependent on our company for the means of fulfilling the contract he has entered into.

As regards the 4th line, the facts are these: Many years ago, a British company attempted to establish the "Great Western" and "Great Britain" in this trade, and relinquished it with great loss.

The

The "Sarah Sands," after making a few voyages, has relinquished it, and been sent elsewhere.

The "Great Britain," before mentioned, having been sold to very wealthy parties in Liverpool, has been sent one voyage in the trade and withdrawn from it. Some few American steam ships have been, at different times, sent from New York to Liverpool, but none have made a second voyage. These, I believe, are the only attempts that have ever been made to establish steam communication on this line, with the exception of the Cunard and Collins' companies, which are supported by subsidies approaching to 200,000 *l.* per annum each, from the British and United States Governments respectively. I need not tell you that such a subsidy is a much more efficient encouragement and protection than a charter, and I am prepared to say, on behalf of our company, that if the Government will pay us one-half of the sum per voyage which is now paid to the Cunard Company, we will undertake to perform the proposed service without asking for a charter.

The Cunard Company have lately loaded the "Andes," and are now loading the "Alps," at Liverpool, for New York, and advertise others to follow them, and they pretend that these vessels are the results of private enterprise, and would be unfairly interfered with by a chartered company; an argument fallacious and unfair.

These vessels, equally with those actually engaged in the North American mail service, are protected by the enormous subsidy paid by Government to their owners; they do not convey any emigrants, which is one of the principal objects of our company, and there is no intention of continuing to employ them on this line; they are at present advertised to proceed from New York to Jamaica and Chagres, and they will continue to be employed in that service, as is proved by the following extract from the report of the Australasian Pacific Mail Steam Company (in which Mr. Turner, M.P. for Liverpool, is a director), published in the City article of yesterday's "Times :"

"Passengers will also be booked through by the ships of the British and North American Royal Mail Steam Packet Company from Liverpool, *via* New York, to Colon, and thence to New Zealand and Sydney, *i. e.* passengers will be conveyed by the mail paddle steamers from Liverpool to New York, and by the 'Andes,' 'Alps,' and other vessels belonging to the same company from New York to Chagres."

It is of course impossible for me to prove that anything, however improbable, will not be done; but having had some experience myself in steam navigation, a tolerably extensive one in monetary matters, and having consulted many men in the City thoroughly acquainted with both, I can hardly conceive anything more improbable than that the service intended to be performed by our company, if we obtain a charter, should be undertaken by any parties without one. The failure of all such attempts hitherto made is *prima facie* evidence in favour of that conclusion, and it is well known to practical men that it would be totally impossible to raise a capital sufficiently large to ensure success, if the subscribers are to be subjected to unlimited liability.

I believe it has been urged by some parties that charters should not be granted to steam, or other shipping companies, lest the public should be injured by the proprietors not being personally responsible; but it must be evident on the slightest reflection, that the publicity given by the periodical reports of the directors, the investment of the capital in substantial property, and the impossibility of raising money on shipping without the fact being known to any one who might choose to investigate the Custom-house register, relieve the public from all risk in that respect.

I have heard it rumoured that the present Government are considering the propriety of altering the law and not allowing the grant of any charters in future. Should this be determined on, it is obviously unjust to apply it to us. Our application has been for more than three months before the Board of Trade, during which period several charters have been issued to ocean steam ship companies, and it has never been intimated to us that there was any objection on principle to ours; on the contrary, the late Government offered us a charter for the North American colonies, and the only obstacle to granting the one we applied for arose from the opposition of the Cunard Company, and that was confined to the trade between Liverpool and New York. We have yet to learn that any parties propose to supply London with the advantages of steam communication.

The protracted delay that has occurred has caused the expenditure of a very large sum of money by the provisional committee in advertisements and other expenses, and it is becoming of serious importance to the contractor with the Canadian Government, who ought to be prepared to commence that service in April next. The whole of our shares have been applied for, but we have delayed allotting them until the charter should be obtained; in the altered state of the money market, it is not improbable that some of the applicants may desire to withdraw, and so occasion further expense in advertising, &c., and the cost of steam ships has increased during the delay; for all which reasons you will see how desirable it is that the decision of the Board of Trade should be announced as early as possible.

I find I have gone to a greater length than I expected, but as it was necessary in order to make the case clear, I must ask you to excuse it. At any rate, I hope it will enable you to strengthen the representations you have so kindly made in our favour, and am, &c.

W. Hutt, Esq., M. P.,
Pultney Hotel.

(signed) *M. H. Chaytor.*

[Left with the President by Mr. Hutt, who desired that it might be treated as an official communication.]

— No. 50. —

Sir,

Liverpool, 28 January 1853.

As the principal contracting party with the Canadian Government for the new line of steam ships, I was desirous of having an interview with you for a few minutes, to see if I could give any information or explanation regarding the application for a charter now before you.

You will, I am sure, excuse my anxiety in the matter when I tell you that the line of steamers should commence very soon.

Yours, &c.

Right Hon. E. Cardwell, M. P.

(signed) *Robert Lamont.*

[Mr. Lamont had an interview with Mr. Cardwell.]

— No. 51. —

Glasgow and Liverpool Royal Steam Packet Company.

31, Water-street, Liverpool,
31 January 1853.

Sir,

In order to corroborate the statements I made to you during the interview which I had the honour of having with you on the subject of the grant of charter to the "London, Liverpool, and North American Screw Steam Ship Company," I beg to enclose you the following documents:

1. The statement laid before the Board of Trade by the "Steam Shipowners' Association," in opposition to the grant of a charter to the "North of Europe Steam Navigation Company."
2. The last five annual reports of that association, from 1848 to 1852 inclusive.

From the first document it will be apparent that the only ground of opposition to the grant of that charter was, as I stated to you, the amalgamation of railway and steam-boat interests, whereby private competition might have been effectually put a stop to by the profits which would have accrued by the carriage of goods over the railways.

The "annual reports" show that notwithstanding the numerous applications for charters of limited liability which have been made by ocean steam packet companies within the last five years, the association has never undertaken an opposition to any of them, except to that of the North of Europe Company and to Bills in Parliament seeking for powers to enable certain railway companies to become steam shipowners; and I may add that, during the period referred to, charters have been applied for and granted to steam packet companies with capitals not one-fifth of that of the company whose application now awaits your decision.

It

It will be observed also by the last year's report, that the steam companies subscribing to the association are, with one exception, coasting companies, and that exception, namely, "The Peninsular and Oriental," has a charter, and none of the companies can be affected by the present application; it is therefore difficult to see upon what grounds their opposition can be based.

I am, &c.
(signed) *Robert Lamont.*

To the Right Hon. Edward Ca well, M.P.,
President of the Board of Trade.

Enclosure 1, in No. 51.

STATEMENT of Objections on the part of the Steam Shipowners' Association of London to the Concession of a Charter of Incorporation to the North of Europe Steam Navigation Company.

HITHERTO the Board of Trade in granting charters of incorporation to steam shipping companies, have limited the concession to cases where, from the magnitude of the enterprise, the remoteness of the sphere of its operations, its novelty, or its doubtful prospects as a commercial speculation, it would be impossible to induce the public, unless protected by a limited liability, to embark their capital in it. The Peninsular and Oriental, the Royal Mail, the Pacific, and General Screw Companies are instances of this. The North of Europe Steam Navigation Company allege none of those grounds for a similar concession to them, nor does there appear throughout the whole of their statement a suggestion of any special advantage likely to accrue to the public from such a concession, which is not already in a great measure enjoyed, except perhaps it be greater expedition in the means of transit.

At present the steam vessels trading between Hartlepool, Hull and London, and the North of Europe, supply nearly as frequent means of communication as that proposed; and now that the railways connecting the eastern ports with the interior of the country are completed, nothing prevents the extension and improvement of that intercourse but the apprehension of a competition upon unequal terms. Upon this ground alone, then, the absence of any similarity between the cases of the North of Europe Company and those in which such a privilege has already been conceded, it is submitted that a charter should not be granted to that company.

Were those cases, however, in any respect alike, there would be an objection to such a concession to the North of Europe Company, owing to the peculiar circumstances under which they come before the public. They purpose trading on lines which are for the most part already preoccupied, and that by parties the majority of whom are unprotected by limited liability. They avow their intimate connexion with railway companies, and there can be no doubt that if a charter be granted to them, their proprietary will be composed chiefly of the shareholders of the former. Assuming this, on their own admission, to be their intention, there will be nothing to prevent their adopting the same means for extinguishing competition, which experience shows has been so successfully employed by railway companies. Composed as the company will be, mainly of railway shareholders, with a large capital raised by means of the advantages conferred by their limited liability, and protected as they will be by that limitation, it will be their policy for a while to carry at rates so unremunerative, that competition by independent and unprotected shipowners will be impossible; these will inevitably be driven off the lines which they now occupy, and from which they have no power of excluding others, and when this result shall have been achieved, it will be competent to the North of Europe Company to raise their rates to a point beyond a fair remuneration, to the manifest detriment of the public. It may be said that competition would in that case be resumed, but experience has shown that to be out of the question, when the process of extinction can be so readily repeated. On this ground also, it is submitted that even if the character of their enterprise came within the description of those in which charters have been granted, such a concession should not be made to the North of Europe Steam Company.

In this second objection it has been assumed that, beyond the fact of the identity of the shareholders in the steam company with those of the railway companies, there will be no connexion between the respective companies. It is material, however, to observe, that in the statement of the North of Europe Company it is avowed that the mode by which the establishment of the projected scheme is to be effected will be by an undertaking on the part of the railway companies to guarantee to the steam company a five per cent. dividend; and they further state that their object will be attained "by a combined arrangement amongst all the principal railroads interested directly or indirectly in the contemplated traffic, to sacrifice their interests as carriers, for a time, to the interests of the steam company, who would require to see a prospect of a dividend before entering into the scheme; such an arrangement is to be made only by means of a consolidation of the various interests in one body." Not content with the power with which a charter would invest them, and which would enable them legally to put down competition, they admit their intention, if their application be granted, of entering into an illegal combination with railway companies for that purpose; but the

success of their project they pronounce to be dependent upon their obtaining a charter of incorporation.

The illegality of the proposed arrangement with the railway companies, on the part of the intended Steam Packet Company, has already been decided by the late Master of the Rolls, Lord Langdale, in two almost analogous cases with the present, in which the Eastern Counties Railway Company, and the London, Brighton, and South Coast Railway Company sought to connect themselves with steam companies.

In the first of these cases, the Eastern Counties Railway Company, conceiving that it would add to the traffic and profit of the railway if a steam packet company could be formed communicating between Harwich and the northern parts of Europe, projected a company, called, "The Harwich Steam Packet Company," and by the deed of settlement which was prepared for its constitution, provided that the railway company should guarantee to the shareholders in the steam packet company a dividend of five per cent. per annum upon their paid-up capital, and in order to secure such dividend, it was part of the arrangement that passengers should be conveyed from London to Rotterdam for certain fixed fares, and that if it should be found necessary, the whole of these fares should be paid over to the steam packet company by the railway company. Mr. Colman, a shareholder in the railway company, objecting to the appropriation of any part of the railway funds to such a purpose, in the month of November 1846, filed his Bill in Chancery on behalf of himself and all other shareholders who might contribute to the suit against the railway company and its directors, and on the 19th of that month obtained a special injunction to restrain the company and directors from entering into the proposed arrangement; and upon the motion subsequently being made by the railway company to dissolve that injunction, Lord Langdale refused to remove it, on the ground that such a transaction was not within the power and scope of the Railway Company's Act, which was for the construction and management of the railway alone; that learned judge, in one part of his judgment, delivered after time for consideration, stating,

"I am clearly of opinion that the powers which are given by an Act of Parliament, like that now in question, extend no further than is expressly stated in the Act, or is necessarily and properly required for carrying into effect the undertaking and works which the Act has expressly sanctioned. How far these powers which are necessarily or properly to be exercised for the purposes intended by the Act extend, may very often be a subject of great difficulty. We cannot always ascertain what they are. Ample powers are given for the purpose of constructing and maintaining the railway, and for doing all those things required for its proper use when made; but I apprehend that it has nowhere been stated that a railway company, as such, has power to enter into all sorts of other transactions." And in another part of the same judgment, also stating, "In my opinion, to pledge the funds of this company, for the purpose of supporting another company engaged in a hazardous speculation, is a thing which, according to the terms of this Act of Parliament, they have not a right to do. I do not now intend to enter into a discussion of how far such a proceeding is affected by the principle of public policy. Considering the vast property which is now invested in railways, and how easily it is transferable, perhaps one of the best things that could happen to them would be, that the investment should be of such a safe nature that prudent persons might, without improper hazard, invest their monies in it. Quite sure am I that nothing of that kind can be approached, if railway companies should be at liberty to pledge their funds in support of any plausible speculation not authorised by their legal powers, and which might very possibly, to say the least, lead to extraordinary losses on the part of the railway company."

Upon this judgment being pronounced, the intended Harwich Steam Company was abandoned, and nothing further heard of it until again revived under a different title, and on a more extended scale, in the present application for Her Majesty's charter for "The North of Europe Steam Navigation Company."

In the second case referred to, viz., "The Brighton Railway Company," where a similar injunction was obtained by the same party, who was also a shareholder in that undertaking, the facts are as follows:—

In the year 1845, the directors of the Brighton Railway Company being desirous of establishing a steam communication between the stations at Shoreham and Newhaven, and Dieppe and Havre, projected a company, called "The Brighton and Continental Steam Packet Company," the proposed capital of which was fixed at 150,000 £, in 15,000 shares of 10 £ each. The directors of the railway company were directors of the steam company, and an arrangement was made between the two companies, by which the railway company were to insure to the shareholders of the steam packet company dividends on the amount paid up equal to those of the proprietors of stock in the railway.

Contracts were entered into by the directors of the steam company for the building of the necessary boats and engines, and monies of the railway company amounting to 13,500 £. were advanced to the directors of the steam packet company, upon mere personal security, to enable them to pay for and place the boats contracted for (three in number) upon these intended stations. The steam company then commenced its operations, when Mr. Colman filed his bill against the railway company, who admitted the illegality of the transaction, and obtained an injunction, by consent, against them, whereby the railway company were restrained from guaranteeing, or securing, or applying by or out of their funds, or profits, or property, any dividend to the steam packet company, or otherwise pledging their credit, or applying their funds or property for the purposes of the steam packet company; the effect of which was, that the steam company was afterwards dissolved, the boats sold at considerable

able sacrifice, and a great pecuniary loss sustained by the directors, and the few other parties who had engaged in the speculation.

These decisions have been and still are undisturbed.

It is scarcely possible to suppose that the Board of Trade will sanction, by the concession of a charter of incorporation (when the avowed object with which it is applied for is to induce the public to embark their capital in the undertaking), an arrangement which it is at any moment in the power of a shareholder in any of the railway companies aiding the undertaking to stay by injunction. Were the intentions of the Legislature strictly carried out, and the rates of charge upon every part of the same railway lines at the same rate per mile, and no reduction made in favour of any particular parties, but little injury, comparatively, would result from the concession. But at present there is no such check imposed upon railway companies; and until the Legislature interfere, it is submitted that no privilege should be conferred which would have the effect of sanctioning an amalgamation of railway and steam-boat interests; or, if the vigilance of shareholders should interfere to prevent that, of inducing the public to embark in an illegal undertaking.

For these several reasons, this association respectfully submit that a charter of incorporation should not be conceded to the North of Europe Steam Navigation Company.

Steam Shipowners' Association,
London, 9 June 1852.

Enclosure 2, in No. 51.

GENERAL ASSOCIATION OF PROPRIETORS OF STEAM SHIPPING, 1848.

Chairman, WOLVERLEY ATTWOOD, Esq.

Members of Committee elected by Subscribers
at General Meeting.

Joseph Adams, Esq.
Arthur Anderson, Esq., M.P.
Francis Carleton, Esq.
Captain Rivett Carnac, R.N.
James Hartley, Esq.
J. A. Bolger, Esq.
William Watson, Esq.

Members of Committee nominated as Representatives of Companies.

William J. Hall, Esq.
George Lunell, Esq.
Captain A. Nairne.
Ebenezer Pike, Esq.
C. W. Williams, Esq.
John Wilson, Esq.

The following is the List of the Companies subscribing to the Association:

The Alloa, Stirling, and Kincardine Steam Navigation Company.
The Bristol Steam Navigation Company.
The British and Irish Steam Navigation Company.
The "Brunswick" Steam Packet Company.
The City of Dublin Steam Navigation Company.
The Cork Steam Ship Company.
The Dublin and Glasgow Steam Shipping Company.
The Dundalk Steam Packet Company.
The Edinburgh and Dundee Steam Packet Company.
The General Steam Navigation Company.
The Herne Bay Steam Packet Company.

The Hull and Hambro' "Rob Roy" Steam Packet Company.
The Hull Steam Packet Company.
The Hull and Leith Steam Packet Company.
The London, Leith, Edinbro', and Glasgow Steam Packet Company.
The Newcastle Steam Packet Company.
The Norfolk Steam Packet Company.
The Owner of the "Hercules" and "Emerald Isle" Steamers.
The Owner of the "Lady Sale" and "Erin's Queen."
The Peninsular and Oriental Steam Navigation Company.
The Waterford Steam Navigation Company.
The Whitehaven Steam Navigation Company.

REPORT.

28 February 1848.

It is with much satisfaction that the committee of the Association of Proprietors of Steam Shipping submit at this, their annual general meeting, a report of their proceedings, together with a statement of their receipts and expenditure for the past year.

Amongst the many important subjects which during that time have engaged their attention, none have appeared of more serious moment to the steam shipping interest than the attempts, on the part of railway companies, to obtain powers enabling them to become ship-owners. To those who have given the question the least consideration it must be evident,

that the concession of any such powers in any one instance would, so far as regards the trade thereby opened to any particular railway company, of necessity extinguish competition; neither shipping companies, nor individuals, liable as they are to the entire extent of their fortunes, and possessed too of comparatively small capital, could possibly contend successfully with a railway company, backed by its large resources, protected by its limited liability, and empowered to charge either on its capital, or the profits derived from its land traffic, the maintenance of its shipping establishment. But this injurious effect—the extinction of competition—would not be confined to particular instances. The privilege, once conceded to a single railway company, would soon be claimed and obtained by all; and the result would be, that existing shipping companies, finding themselves unable to contend with their too powerful rivals, would in the end be inevitably sacrificed.

Feeling how deeply the interests of steam shipowners are involved in this question, the committee have, from the first, resisted the concession of these powers. The earliest applications for them were unsuccessful, owing to the promoters of the Bills containing such provisions having failed to comply with Standing Orders; and the committee, in those cases, were enabled to prevent the Bills proceeding beyond their preliminary stages. In the last Session, however, a greater degree of caution was exercised by railway companies, and the opposition on the part of this association became consequently more prolonged and expensive. Four companies were, during that period, before Parliament, looking for those privileges; viz., those of the Eastern Counties, the Norfolk, the Lowestoft, and the Chester and Holyhead Railways. In the three first instances, the committee succeeded in obtaining the withdrawal of the obnoxious clauses on the second reading of the Bills; but in the case of the last-named company, the parties succeeded in carrying their Bill through its second reading into Committee, and it was not until after a very active opposition to that Bill on the part of this association, supported at an equal cost by the General Steam Navigation, and the City of Dublin Steam Packet Companies, and an independent opposition by the latter company to the Holyhead Harbour Bill, that the objectionable clauses in the Chester and Holyhead Railway Bill were expunged.

Towards the close of the last Session, an attempt was made by the Brighton Railway Company to exclude the steam packets of the General Steam Navigation Company, running from Shoreham to Dieppe and Havre, from the use of the railway wharf at Shoreham, in order to favour a new company, called the Brighton and Continental Steam Packet Company, the directors and subscribers of which are mostly proprietors of the Brighton railway. This association, in conjunction with the General Steam Navigation Company, resisted this attempt at monopoly, and preferred an appeal on the subject, both to the Railway Commissioners and to the Chairman of Committees in the House of Lords; and, although from the advanced period of the Session at which such appeal was unavoidably preferred, it was found impracticable then to obtain legislative relief, yet it is gratifying to state, that an assurance was obtained from the latter source, that a clause, prohibitive of the sought-for monopoly, and restricting the Brighton Railway Company from giving an undue preference to any steam vessels frequenting Shoreham Wharf, should be inserted in the first Bill which the Brighton Railway Company might afterwards bring before Parliament.

In thus successfully resisting the encroachments of railway companies, considerable expense was incurred, to defray which, the committee were obliged to apply to the subscribing companies. They have the satisfaction of stating that this application has been highly successful, all the constituents of the association, with but one or two exceptions, having contributed. It is due, however, to the "General Steam" and the "City of Dublin" Companies to state how materially the success of the association was promoted by their co-operation. So valuable was it, that the committee felt themselves called on to notice it in a circular addressed to their constituents in August last; considering that in a question of such vital importance to the whole steam shipping interest, it was not reasonable that the heavy expenses incurred by those companies should fall on them exclusively.

The committee must not omit to state an important circumstance connected with their opposition to the above-mentioned Bills, namely, the expression of an opinion by the Committee on the Holyhead Harbour Bill hostile to the concession to railway companies of the powers sought for by them. This opinion was conveyed through the Chairman of that Committee, the present Secretary to the Admiralty, and was as follows: "That they" (the Committee) "do not think, that under any circumstances, Parliament ought to sanction the avowed intention of that company," (the Chester and Holyhead Railway Company,) "to become steam-boat proprietors, either directly or indirectly. That they are certain, if they passed the preamble of this Bill, they shall feel it their duty to recommend to Parliament, by a special Report, not to give them the power of becoming steam-boat proprietors, but limiting them strictly to their original purposes as a railway company. And as a security against their becoming indirectly steam-boat proprietors, they thought the Treasury ought to be armed with very strong powers for regulating the whole traffic that takes place upon this pier." Such an expression of opinion, coming from such a quarter, the committee consider of the utmost importance; and they trust it will be found of advantage in the opposition which they are likely to be called on this Session to give to railway companies.

Four companies are now before Parliament asking for the same objectionable powers; those of the Chester and Holyhead, the Brighton, South Western, and Furness Railways. The committee are of opinion, from their past success, that it is incumbent on them to resist these

these attempts; and they feel assured that in this course they will have the support of all those who are in any way interested in the question. In a few days they will communicate with their constituents more at length upon this subject, and suggest the measures which they are of opinion it is most desirable to adopt. Already the committee have had interviews with the Board of Trade in reference to it, and they trust the grounds they have submitted to that Board for a refusal of those powers will induce Government to continue to withhold its sanction to their concession; should the question, however, be allowed to be brought before a Parliamentary Committee, this committee, fortified by the opinion before alluded to, is determined to resist such encroachments to the utmost, convinced that the concession of a power so dangerous and unprecedented must inevitably lead to the destruction of shipping interests.

Another Bill, containing provisions injurious to steam shipping, was before Parliament during the past Session, viz., the Thames Conservancy Bill. Some of its provisions the committee considered of sufficient importance to warrant their interference, and they therefore presented a petition against it. Its subsequent withdrawal obviated the necessity of their taking any further steps in the matter.

Since the last meeting, some of the provisions of the Steam Navigation Act have come into operation; that clause more particularly relating to the certificates, which it is incumbent on steam shipowners to obtain half-yearly from the Board of Trade. Upon this subject, in respect of which some apprehensions were at first entertained, the committee had frequent communications with the Board of Trade; and the result was, that a list of the parties recommended to that department for the purpose of making the required inspection, was submitted to this association for its remarks as to their fitness, and for any further names the committee might suggest. This gave them an opportunity of consulting their constituents upon the subject, and they have reason to believe that no inconvenience has resulted from the regulation referred to. The committee are further assured that the Board of Trade is desirous of carrying the provisions of that Act into effect with as little annoyance as possible to those affected by it.

The subject of the carrying of lights by sailing, as well as steam vessels, has been under the consideration of the committee. They are more than ever convinced of the importance of such a regulation, but they are disposed to think that their object will be best attained by petitions to Parliament from the several steam packet companies, setting forth the disastrous consequences which have resulted from the want of such a precaution. The movement should be simultaneous, and at a time when the subject is more likely to obtain the attention it deserves, than if it were now brought under the consideration of the Legislature. The committee will keep the matter in view, and communicate with their constituents upon it as soon as they think a desirable opportunity has arrived for its discussion.

In the last report the committee informed their subscribers that an association—upon the committee of which were several of their number—had been formed in London, to press on the consideration of Government the light dues question. A public meeting, it was also stated, had been held here, and petitions from almost every outport had been presented to Parliament. Since then the subject has been engaging the anxious attention of that association. A Bill was prepared during the past Session, but on mature consideration it was thought undesirable to proceed with it at that time, as there was little likelihood of its being then carried through Parliament. With the present Session the labours of the committee of the Light Dues Association have recommenced. They are now in communication with the Government on the subject, and they have reason to believe that some measure, for the modification at least of those dues, is in contemplation.

As soon as that question is settled, the subject of pilotage will engage their attention, but they are of opinion that to enter on it at present would be premature. That subject, with others affecting the shipping interest, has been under the consideration of a Parliamentary Commission, and it is not improbable that the report of the Commissioners will soon be before the public.

The committee have now enumerated the principal subjects which have engaged the attention of the association during the past year; and they feel assured they will be considered important enough, and the exertions of the committee of sufficient utility to warrant their expectation that those companies at present unconnected with the association will see the advantages of attaching themselves to it, and thus secure the benefits resulting from an union of interest.

By order of the Committee,

(signed) *William C. Morgan,*
Secretary.

Enclosure 3, in No. 51.

GENERAL ASSOCIATION OF PROPRIETORS OF STEAM SHIPPING, 1849.

Chairman, Wolverley Attwood, Esq.

Members of Committee elected by Subscribers at General Meeting.

Joseph Adams, Esq.
 Arthur Anderson, Esq., M.P.
 Capt. Rivett Carnac, R.N.
 James Hartley, Esq.
 William Watson, Esq.

Members of Committee nominated as Representatives of Companies.

William J. Hall, Esq.
 George Lunell, Esq.
 Capt. A. Nairne.
 Ebenezer Pike, Esq.
 C. W. Williams, Esq.
 John Wilson, Esq.

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The Alloa, Stirling, and Kincardine Steam Navigation Company.
 The Bristol Steam Navigation Company.
 The British and Irish Steam Navigation Company.
 The "Brunswick" Steam Packet Company.
 The City of Dublin Steam Navigation Company.
 The Cork Steam Ship Company.
 The Dublin and Glasgow Steam Shipping Company.
 The Dundalk Steam Packet Company.
 The Edinburgh and Dundee Steam-packet Company.
 The General Steam Navigation Company.

The Hull and Hamburg "Rob Roy" Steam Packet Company.
 The Hull Steam Packet Company.
 The Hull and Leith Steam Packet Company.
 The London, Leith, Edinburgh, and Glasgow Steam Packet Company.
 The Norfolk Steam Packet Company.
 The Owner of the "Hercules" and "Emerald Isle" Steamers.
 The Owner of the "Lady Sale" and "Erin's Queen."
 The Peninsular and Oriental Steam Navigation Company.
 The Waterford Steam Navigation Company.
 The Whitehaven Steam Navigation Company.

REPORT.

12 March 1849.

THE committee of the Steam Shipowners' Association submit at this, their annual meeting, a report of their proceedings, together with a statement of their receipts and expenditure for the past year.

In their last report, they noticed very fully the successful exertions of the association in opposing the several railway companies which had, during the Session preceding, applied to Parliament for powers to enable them to become steam shipowners. Similar powers were applied for in the past Session, when their concession was again resisted by the association, under the conviction that it would tend to establish a precedent injurious to the interests of steam shipping. The parties by whom the Bills containing those provisions were promoted, were the Chester and Holyhead, the Furness, the Brighton, and the South Western Railway Companies.

Of these, the first-mentioned company had already been before Parliament with a similar object, when it will be remembered it was successfully opposed by the association. The Bill promoted by the same company in the past Session so far differed from that of the preceding Session, as to have reference almost exclusively to the steam-boat question; and for this reason, and because it contained but few details, the committee resolved to oppose it on its second reading. On that occasion the principle of the Bill was very fully discussed, and a strong opinion was expressed by the majority of the members who spoke, that railway companies should not be allowed to increase their already too extensive monopoly. It was not, however, found desirable to divide the House upon the Bill, in consequence of there being a strong muster of railway members present; inasmuch as an adverse decision (a result almost certain) might have appeared to the committee on the Bill to indicate the opinion of the House upon the principle; an impression which might have been prejudicial in its effects, as regarded not only that particular measure, but also the three other Bills in which were contained similar clauses.

The four Bills having passed the second reading, were sent before the same committee, and were there severally opposed by the association, but without success. The committee feel convinced, however, that the result is not attributable either to the untenableness of the principle for which they contended, or to the strength of their antagonists' case, but rather to the favourable feeling with which railway interests are regarded by the House of Commons. As regards the particular tribunal before which the Bills were sent, some of its members

members had previously expressed an opinion in favour of the concession of the powers sought.

The several Bills were carried subsequently into the House of Lords, where the association renewed its opposition; and although the Chester and Holyhead Railway Bill was passed as a special measure, affecting certain great public interests, the Brighton Bill was rejected; and so strong an opinion in support of the principle for which the association had been contending was elicited on the third reading of the South Western Bill, as to warrant the conviction that no future application for similar powers will be granted, unless very special grounds can be shown for their concession. Such an expression of opinion in the House of Lords, bearing as it does directly upon the principle at issue, must be considered as highly important and favourable to the interests of steam shipping; and when, in addition, the rejection of the Brighton Bill is considered, the association feeling that a highly beneficial result has attended its exertions, looks with confidence to the appreciation by its constituents of that portion of its labours during the past year.

It is scarcely necessary to remark, that the opposition above stated, though conducted with the most careful regard to economy, has been attended with very considerable expense. The bill of costs for the expenses incurred in both Houses of Parliament amounted to upwards of 1,300 *l.* Of this amount 850 *l.* has been already contributed by the Peninsular and Oriental, the General Steam, and the City of Dublin Companies. It is confidently expected that those companies who have not yet aided in liquidating the balance of those expenses, for which the committee is liable, will speedily do so; the committee, in opposing these Bills, having acted only in accordance with the fundamental principle on which the association was established, that of aiding in individual cases, when involving a general principle affecting the interests of steam shipping. It is due to the General Steam, and the City of Dublin Companies, to state, that independently of the support above mentioned, the association derived most important assistance from them, in the separate opposition given, (at a serious expense to those companies) by the former, to the Brighton and South Western Bills, and by the latter to that promoted by the Chester and Holyhead Company. It is also right to mention that the support received from the Peninsular and Oriental Company was given solely on the grounds that an important public principle was at stake, and not because of the interests of that company being likely to be interfered with by the success of any of the Bills in question.

As regards the important question of the light dues, the committee have the satisfaction of stating, that subsequently to their last report, a Bill was introduced by the Government, the effects of which would have been to relieve the owners of shipping generally, and more particularly of steam shipping, from a considerable portion of the amount payable by them for the maintenance of lighthouses. Owing to the impracticability of passing that measure last Session, it was withdrawn; but an assurance was given by the Government on that occasion, and it has recently been renewed, that a similar measure, with amendments, will be shortly brought before Parliament. This result, the committee feel, is owing to the exertions of the Light Dues Association; and they cannot omit this opportunity of urging on the steam shipping interest the propriety of supporting that body both by their co-operation and contributions.

The subject of pilotage still engages the attention of the committee; and now that there is a prospect of a settlement of the light dues question, they trust that they will soon have a favourable opportunity of urging on the Government the necessity of bringing in a measure on the subject of pilotage, which will have the effect of removing another of those burdens which now oppress the steam shipping of the country.

Frequent complaints have been recently made to the association of the losses sustained by steam-packet companies trading with London in consequence of the sinking, by their steam vessels, of over-laden coal-barges. No caution on the part of those having charge of the steamer can prevent such a result; and there are grounds for the impression, that it is owing not altogether to accident on the part of the owners of those barges. The attention of the committee will be given to the subject, with a view of devising some means whereby the evil complained of may be obviated.

Upon the subject of sailing vessels carrying lights, the committee have considerable satisfaction in informing the owners of steam shipping that their exertions are likely to be attended with success. They have been recently in communication with the Board of Trade upon the question; and the result has been an intimation that the suggestions of the committee are acquiesced in by the Government, and that a measure which will carry into effect these suggestions will be brought before Parliament during the present Session.

It is with feelings of deep regret that the committee allude to the serious loss they have sustained in the death of Mr. Carleton, one of the earliest members of their body, and whose experience and ability were so often exerted for the benefit of the association. It will be necessary to fill up the vacancy caused by his death, as well as that occasioned by the retirement of Mr. Bolger. The committee cannot suffer this opportunity to pass without expressing their sense of the obligation which they owe to Mr. Bolger, for the able assistance rendered by him on the occasion of their former opposition to the Chester and Holyhead, and other Railway Bills.

The foregoing subjects are amongst the most important of those which have occupied the attention and exertion of the committee during the past year. Previously to the meeting of Parliament, their secretary visited several of the outports, for the purpose, on behalf of this association, of acquainting the owners of steam shipping with its proceedings before Parliament last Session, and of requesting their co-operation, as well in the general objects of the

association,

association, as by an equitable contribution in aid of its Parliamentary expenses; and also with the view of obtaining the support of those companies which had not then joined the association. The committee trust that his mission will be productive of beneficial results, and they entertain confidently the hope, that their gratuitous exertions for the general interests of steam shipping will be so far appreciated, as to induce those companies not yet formally connected with the association to enrol themselves amongst its members.

By order of the Committee,

(signed) *W. C. Morgan*, Secretary.

Enclosure 4, in No. 51.

GENERAL ASSOCIATION OF PROPRIETORS OF STEAM SHIPPING, 1850.

Chairman, Arthur Anderson, Esq., M.P.]

Members of Committee elected by Subscribers at General Meeting.

Joseph Adams, Esq.
James Allen, Esq.
Wolverley Attwood, Esq.
Captain Rivett Carnac, R.N.
James Hartley, Esq.
George Moffatt, Esq., M.P.
William Watson, Esq.

Members of Committee nominated as Representatives of Companies.

William J. Hall, Esq.
George Lunell, Esq.
Captain A. Nairne.
Ebenezer Pike, Esq.
C. W. Williams, Esq.

The following is the List of the Companies subscribing to the Association :

The Alloa, Stirling, and Kincardine Steam Navigation Company.
The Bristol Steam Navigation Company.
The British and Irish Steam Navigation Company.
The "Brunswick" Steam Packet Company.
The City of Dublin Steam Navigation Company.
The Cork Steam Ship Company.
The Dublin and Glasgow Steam Shipping Company.
The Dundalk Steam Packet Company.
The Edinburgh and Dundee Steam Packet Company.
The General Steam Navigation Company.

The Hull and Hamburg "Rob Roy" Steam Packet Company.
The Hull Steam Packet Company.
The Hull and Leith Steam Packet Company.
The London, Leith, Edinburgh, and Glasgow Steam Packet Company.
The Owner of the "Hercules" and "Emerald Isle" Steamers.
The Owner of the "Lady Sale" and "Erin's Queen."
The Peninsular and Oriental Steam Navigation Company.
The Waterford Steam Navigation Company.
The Whitehaven Steam Navigation Company.

REPORT.

26 February 1850.

THE committee submit at this, the annual meeting of the association, a report of their proceedings during the past year.

In the Session of 1848, the committee were principally engaged in resisting the attempts of railway companies to become shipowners. Their last report stated the result of their interference. Since then no application for similar powers has been made by any railway company.

That report also stated that, amongst other important matters, the pilotage question had been engaging their attention, and the committee then expressed a hope that they would soon have a favourable opportunity of urging upon the Government the necessity of bringing in a measure on that subject. Their anticipations have been to a considerable extent realised. At an interview with the President of the Board of Trade, in June last, that question was brought prominently under his consideration, and a Bill was shortly after laid before Parliament by the Government, the object of which was to enable the several pilot committees to grant certificates (exempting them from payment of pilotage) to masters and mates, who should have been found, upon examination, competent to pilot their own vessels. That Bill passed into a law during the last Session, and has since been acted on by the Trinity House of London, by the Belfast, the Hull, the Boston, and other Pilot Boards. Among the few who declined to comply with its provisions, was the Liverpool Pilot Committee. The grounds of their objection appeared so untenable, that on the representation of some of the companies connected with the association, the committee thought it desirable to have an interview with the President of the Board of Trade upon the subject. It is unnecessary in this report to go at length into the details of that interview, as they have been very fully reported in the "Shipping Gazette," and other newspapers, which have been circulated at the outports; but it is right to state that, as far as the committee could form an opinion, there appeared to be a desire on the part of the Government to secure for the shipping interest

interest the relief contemplated by the Pilotage Act of last Session. As regards the refusal of the Liverpool Pilot Committee, the representations made to the Board of Trade have resulted in a proposition by that Pilot Board to exempt some of the coasting steamers, under certain circumstances, from the payment of pilotage, and that proposition has been submitted to this association for its observations. Practically, the proposed relief will have the same effect, as regards the parties for whose benefit it is intended, as that contemplated by the Act of last Session, and the committee have stated so in their reply to the Board of Trade; but they have, at the same time, expressed their opinion that, in order to meet with general approval, the exemption should be extended to the whole of the Liverpool steam trade. Should this suggestion be acted on, a most important result will have been attained, as it is scarcely possible, after the opinions which have been expressed in Parliament, and by the Government, in favour of an exemption from payment of pilotage, that any local pilot board will refuse to follow the example of the Trinity House, and that of the pilot committees of the more important ports.

During the past year, a reduction has been made in the amount of the dues levied on shipping by the several lighthouse corporations. By the relief afforded by that reduction, the coasting steam trade has been, and will be, benefited to a considerable extent. The concession, however, is but partial, and cannot be regarded as in the slightest degree obviating the necessity that exists for legislative interference, to revise the present lighthouse system, and to relieve the shipping interest from the oppressive taxation, to which, under the injurious operation of that system, it has been so long subjected. To this question the Light Dues Association of London has been devoting its strenuous exertions, and there can be little doubt that to those exertions are owing the above-mentioned concessions. Feeling satisfied that the course hitherto adopted by that body has been a most judicious one, the committee are giving it their active co-operation, and they would on this occasion renew their suggestion, that those who are interested in steam shipping should in every way aid the efforts of that association.

Towards the close of the last Session, a Bill was laid before Parliament by the Government, having for its object the improvement of the condition of masters, mates, and seamen in the merchant service. Its provisions had reference to the institution of examinations for those intending to become masters and mates; to whom, on their being found qualified, it proposed to grant certificates of competency, the production of the certificates to the offices of Customs being rendered compulsory, previously to a vessel proceeding to sea. The Bill also contemplated the appointment of shipping masters, by whom all agreements between seamen and their employers should be attested. By other clauses restrictions were imposed with respect to advance notes, and the Board of Trade was empowered to make regulations respecting provisions, and for promoting health, cleanliness, and ventilation on board ships. It also proposed to empower masters of vessels of a certain tonnage, who had first-class certificates, to punish seamen by confinement; and it authorised the inspection of vessels, under certain circumstances, by officers in Her Majesty's service, and others to be appointed under the Act. As it appeared that these provisions were for the most part unnecessary, and many of them likely to prove vexatious in their operation, the committee thought it right to send copies of the Bill to the several companies connected with the association, in order that they might be able to submit the opinions of those parties to the Board of Trade. Their views, as far as they were ascertained, were unfavourable to the measure. A meeting of the association was subsequently held, and resolutions condemnatory of the Bill were adopted. These were submitted to the Board of Trade, and an interview was requested. The further proceedings of the committee were stayed, upon their learning from the President of the Board of Trade that the Bill would be withdrawn, and another introduced. That has since been done. Owing to the new Bill having been printed only within the last few days, the committee have not yet had an opportunity of considering its details; but as far as a cursory examination enables them to form an opinion, the present Bill appears as objectionable as the preceding one. In a few days they will transmit copies of it to their subscribing companies, and they trust that no time will be lost by those parties in communicating their opinions upon its provisions.

Previously to the meeting of the association last year, the committee had presented a memorial to the Board of Trade, setting forth the disastrous consequences that had resulted from the want of an enactment rendering it compulsory on sailing vessels to carry lights; and their report stated, that an assurance had then been received that a measure to enforce such a precaution would be brought before Parliament during the following Session. The intention of the Government was not fulfilled; but the Committee have reason to believe that the Board of Trade still entertains the opinion it held last year, of the expediency of such an enactment. The committee purpose waiting, in a few days, on the Government, in reference to the several Mercantile Marine Bills now before Parliament, when they will be prepared again to press the consideration of this question; and they confidently hope that, during the present Session, the object which they have in view will be attained.

There is another subject to which the attention of the committee has been directed. They allude to the expediency of an enactment which would enable parties, at the option of either, to remove suits from the Court of Admiralty to any of the courts of common law. To this question also the committee intend calling the attention of the Government.

Owing to some representations made to the Board of Trade, by the parish authorities of Liverpool, respecting the accommodation afforded to deck passengers in the steam vessels trading between that port and Ireland, a commission was appointed to inquire into the accuracy of those allegations. As the subject was one that concerned several of the

companies connected with the association, the committee felt called on to interfere in their behalf, more particularly as the suggestions of Captain Denham, the Commissioner appointed by the Government, might, if acted on, have been regarded as a precedent for the imposition of further restrictions. Accordingly a deputation, embracing several of the directors and agents of the companies interested, accompanied by their Parliamentary Representatives, waited on the President of the Board of Trade, and stated to him the results that would follow the adoption of Captain Denham's recommendations. The committee have the satisfaction of stating that, so far from manifesting a wish to impose any inconvenient restrictions, the President of the Board of Trade expressed his determination not to adopt any regulations which might interfere with the free intercourse of passengers between England and Ireland.

The past proceedings of the association have induced some who are not yet connected with it to express an intention of enrolling themselves amongst its members. The committee trust that their more recent exertions will meet with the approbation and secure the co-operation of their constituents.

By order of the Committee,

(signed) *W. C. Morgan*, Secretary.

Enclosure 5, in No. 51.

GENERAL ASSOCIATION OF PROPRIETORS OF STEAM SHIPPING, 1851.

Chairman, Arthur Anderson, Esq., M. P.

Members of Committee elected by Subscribers at General Meeting.

Joseph Adams, Esq.
James Allan, Esq.
Wolverley Attwood, Esq.
James Hartley, Esq.
George Moffatt, Esq., M. P.
William Watson, Esq.

Members of Committee nominated as Representatives of Companies.

William J. Hall, Esq.
George Lunell, Esq.
Captain A. Nairne.
Ebenezer Pike, Esq.
C. W. Williams, Esq.

The following is the List of the Companies subscribing to the Association :

The Alloa, Stirling, and Kincardine Steam Navigation Company.
The Bristol Steam Navigation Company.
The British and Irish Steam Navigation Company.
The "Brunswick" Steam Packet Company.
The City of Dublin Steam Navigation Company.
The Cork Steam Ship Company.
The Drogheda Steam Packet Company.
The Dublin and Glasgow Steam Shipping Company.
The Dundalk Steam Packet Company.
The General Steam Navigation Company.

The Hull and Hamburg "Rob Roy" Steam Packet Company.
The Hull Steam Packet Company.
The Hull and Leith Steam Packet Company.
The Owner of the "Hercules" and "Emerald Isle" Steamers.
The Owner of the "Lady Sale" and "Erin's Queen."
The Peninsular and Oriental Steam Navigation Company.
The Waterford Steam Navigation Company.
The Whithaven Steam Navigation Company.

REPORT.

1 March 1851.

In their last report the committee informed their constituents that a Bill for the improvement of the condition of masters, mates, and seamen in the merchant service, had been laid before Parliament during the previous Session: they briefly enumerated the main provisions of that measure, and assigned their reasons for opposing it. The report further stated, that the Bill had been withdrawn, and a new one brought in; and that as far as a cursory examination enabled the committee to form an opinion, it appeared as objectionable as its predecessor. It recognised the same principle of centralization, and proposed to retain those clauses that rendered compulsory the examination of masters and mates, as well as the signature of articles before shipping masters, and to continue the ticket system. Under these circumstances, the committee felt called on to oppose its progress; and in their circular, and resolutions of the 19th of March last, copies of which were transmitted to the several steam shipping companies, they stated the grounds of their opposition to it; and to give more effect to that opposition, they represented to the leading shipowners, both here and at the outports, the expediency of convening a public meeting in London, for the purpose of adopting a petition against the measure. Before the 17th of April, the day fixed for the meeting, the Bill was, owing to their exertions, amended, by the omission of those clauses that affected the coasting trade; but although greatly improved, its obnoxious principle was considered to remain unchanged, and the meeting, at which Mr. Hume presided, took place. Resolutions were then adopted, setting forth the objections entertained by the shipping interest to the Bill, a petition to the House of Commons prepared, and a committee appointed to bring the

the question under the consideration of the President of the Board of Trade. A deputation from that body subsequently waited upon that Right honourable Gentleman. Upon that occasion, the subject of those resolutions was very fully discussed, and the committee had begun to entertain strong hopes that, if not withdrawn, the Bill would at least undergo such a modification as would render it comparatively innocuous, when the defection of several of their supporters neutralized their exertions, and rendered their subsequent efforts to modify the provisions of the measure unavailing. The committee, however, did not desist from their opposition, and in their attempts to throw it out, or failing that, to amend it, they received the most valuable aid, which they would avail themselves of the present opportunity of acknowledging, from the chairman of the association, the Member for the Orkneys, and from Mr. Moffatt, the Member for Dartmouth, also a Member of the Committee; the latter dividing The House upon the second reading of the Bill, and Mr. Anderson, adopting a similar course, upon the shipping offices, the registration, and other of its more objectionable clauses; but owing to the reason above mentioned, and to the late period of the Session, the Government was enabled to carry the Bill through Parliament, and it passed into a law during the last Session. The results have followed which the committee anticipated. In most of the leading outports the seamen have refused to comply with its provisions. There seems to be a general feeling of aversion to the Act, and even in those ports where no obstructions have been thrown in the way of its operations, petitions and memorials have been prepared representing the necessity of its amendment. These results the committee feel assured will justify them with their constituents for the course which they have taken in reference to that measure, and warrant their further exertions to obtain its amendment.

As regards the subject of pilotage, the committee regret that the advantages anticipated from the Act of 1849 have not as yet been fully realised. It is true that the pilot corporations of some ports have availed themselves of its provisions; and in a few—and the committee would instance Dublin—concessions, carrying out the intention of the Act, have been made to that class of shipping, which, had the measure been compulsory, would have been entitled to claim the benefits contemplated by it; but in others, and more particularly the important port of Liverpool, the Act remains to the present a dead letter. In the report of last year, the course adopted by the association, in consequence of the refusal of the Liverpool Pilot Committee to comply with the provisions of the Act, was noticed; and it was then intimated, that owing to the representations made to the Board of Trade by the association, a correspondence had taken place between that department and the Pilot Committee, which had resulted in a proposition to the latter body, if sanctioned by the Board of Trade, to exempt coasting steamers, under certain circumstances, from payment of pilotage. That sanction was given, and the committee were induced to entertain strong hopes that the proposition thus voluntarily made, and as they thought in good faith, would have been carried out; but they regret to state that their expectations have been disappointed, and that the Liverpool Pilot Committee have taken advantage of some technical difficulties to relieve themselves from that obligation. The committee have, on several occasions since, been in communication with the Board of Trade upon the subject; and although they cannot hold out hopes of such an adjustment of the pilotage system as they could desire, being made under present circumstances, they have no doubt that ere long the system will undergo a complete revision; and they trust that in the meantime they may be enabled to induce the Board of Trade to use its influence in urging the Liverpool committee to make such a concession to the steam trade frequenting that port, as it is justly entitled to. In furtherance of this object the committee would strongly urge upon those companies connected with that port to transmit to this association memorials to the Board of Trade upon the subject, and to set forth the special grievances sustained by each, owing to the non-compliance of the Pilot Committee with the provisions of the Act of 1849.

Upon the lighthouse dues question, the committee have the gratification of being enabled to hold out stronger hopes than in their last report, of some measure of relief being laid before Parliament by the Government. Acting in conjunction with the Light Dues Association, and the committee appointed at the public meeting held in London on the 17th of April last, they have recently had an interview with the President of the Board of Trade, not only upon the light dues question, but also upon the subject of pilotage, the Mercantile Marine Act, and several of the existing and threatened restrictions upon the shipping interest; and they have had the satisfaction of being assured by him that a measure would be prepared for the purpose of substituting an annual tonnage rate for the present mode of levying light dues, and have been invited to assist him in its preparation. Though such a measure will fall short of what is absolutely requisite to place the light dues upon a proper footing, it is a step in the right direction, and will, the committee trust, lead eventually to the abolition of that tax. Upon this subject they would invite the attention of their constituents to a correspondence which has recently taken place between the American Minister and the Secretary for Foreign Affairs, relative to the light dues charged upon American vessels in the ports of the United Kingdom.

Early last year a Bill for a new system of admeasurement of vessels was laid upon the table of the House of Commons, but was not proceeded with, owing, as has been stated by the President of the Board of Trade, to the representations made to him by some influential shipowners as to the erroneous principle upon which the proposed system was based. Those parties (and as he is already before the public in connexion with the subject, there need be no hesitation in naming the most prominent of them, Mr. Gilmour of Glasgow) are now endeavouring to induce the Board of Trade to bring in a measure which will differ from that of last year, mainly in the adoption of the principle of internal instead of

external measurement. This subject was amongst those brought under the consideration of Mr. Labouchere at the recent interview, and as will be found by reference to the report in the "Shipping Gazette" of the 14th instant, of what then took place—copies of which have been transmitted to the several steam companies—it is the intention of the Government to proceed with the Bill if it should be found to meet with the approval of the shipping interest. The question of an improved mode of admeasurement being one that concerns sailing vessels more particularly, the committee would not attach so much importance to the contemplated Bill, were it not for the representations that have been made by Mr. Gilmour to the President of the Board of Trade, with the view of inducing him to introduce clauses into it, to deprive steam shipowners of the deduction from the tonnage of their vessels which they are now allowed for engine room. Nothing can be more fallacious than his arguments for depriving that class of the "advantages," as he terms it, which they now possess; but as Mr. Gilmour's position may attach more weight, with many shipowners, to his opinion upon this subject than it is entitled to, the committee have resolved to memorialise the Board of Trade against the adoption of his suggestion. They recommend a similar course to their constituents, and if the Bill should be introduced with the obnoxious clauses referred to, they will avail themselves of every legitimate means of opposing it.

It has been intimated to the association, that a Bill to amend the Steam Navigation Act is in contemplation. What the precise object of its provisions may be, the committee are not yet in a position to state, but it shall be carefully watched, and they will strenuously resist the imposition of any injurious restrictions upon the steam shipowner. If it should prove an unobjectionable measure, they will endeavour to obtain—should the nature of the Bill admit of its insertion—the introduction of a clause, compelling sailing vessels to carry a light at night, or, what may be more practicable, and equally efficacious, a clause exempting steamers from liability to actions for damages in cases of collision with sailing vessels not carrying a light. From the communications the association has had with the President of the Board of Trade upon this subject, the committee have reason to believe that he is favourable to the adoption of such a regulation. Upon this question too, they would recommend the several steam companies to transmit memorials to the Board of Trade, and for their information the committee subjoin a copy of the memorial forwarded by the association to that department.

During the last Session a Parliamentary Return was printed, giving the result of some experiments made by order of the Lords of the Admiralty for the purpose of testing the fitness of iron as a material for ships of war. Although, in the opinion of the committee, those experiments have been by no means conclusive, they seem to that department to have been sufficient to warrant their condemnation of iron war steamers, and to have induced them to address communications to several steam companies, intimating, that vessels which may be proposed for the carrying of mails under future contracts, shall not be constructed of that material. Without offering an opinion upon the question at issue, the committee feel that the interests of the commercial steam marine are too much involved in it to suffer it to remain in the undecided state in which the recent experiments have left it; and as the Government declined to inform them whether they intend taking further steps in the matter, some of their members have, in conjunction with several influential shipowners and shipbuilders, formed an association "for the purpose of testing the comparative merits of iron and wooden vessels for warlike purposes." A report as to the best kind of experiment has been prepared by a committee of the association, and it is probable that in a few days the time will be announced when the experiment is to take place.

A vacancy has occurred in the subscribers' committee by the retirement of Captain Carnac. The committee cannot allow this opportunity to pass without an expression of regret that they are about to be deprived of the services of one who, when resident in London, took a more than ordinary interest in the proceedings of the association, and by his experience and ability, and his unvarying courtesy, materially aided them in their deliberations. By the rules of the association it will be necessary that his successor should be elected at this meeting.

The committee have the pleasure of announcing the adhesion, since the last meeting, of a new subscriber in the Drogheda Company. They trust that their exertions during the past year will merit the continued approval of their constituents, and obtain for the association a still larger measure of support, in the alliance of those few companies not yet connected with it.

By order of the Committee,

(signed) *William C. Morgan*, Secretary.

To the Lords of the Committee of Privy Council for Trade.

The Memorial of the Steam Shipowners' Association of London, representing nearly 100,000 tons of British Steam Shipping,

Showeth

THAT for a length of time, and of late more especially, the attention of your memorialists has been directed to the numerous accidents which have resulted from the collision of ships at sea.

That such accidents have been almost invariably occasioned by the neglect of one or both vessels to carry lights.

That, independently of the loss of life and property resulting from such neglect, a serious injury is sustained by shipowners and others, in consequence of the large sums squandered

in legal proceedings; a result which is the more vexatious, as such proceedings would be very rarely, if ever, instituted in any case where a regulation compelling all vessels to carry lights had been neglected by either party.

That an Act of Parliament was passed in the year 1846, the 9 & 10 Vict. c. 100, by the 12th section of which it is enacted, "That all steam vessels within 20 miles of the coast, whether under weigh or at anchor, shall, between sunset and sunrise, exhibit lights."

That, as yet, there is no legislative enactment imposing on the owners of sailing vessels the adoption of a similar precaution.

That in the Bill above referred to, a clause had been introduced by your Lordships previously to its passing through the House of Lords, which would have obviated the evils complained of, but which was subsequently, and your memorialists respectfully submit, on very insufficient grounds, withdrawn.

That there does not appear to be any valid reason why, when in narrow seas, whether under weigh or at anchor, sailing vessels should enjoy an exemption from the regulations imposed by the above-mentioned Act.

That it has been shown that in the majority of cases in which collisions have taken place between steamers and other vessels, such accidents would have been prevented by the observance by the latter of a regulation compelling sailing vessels to carry lights.

That the only effect of the present regulation is to indicate to the sailing vessel the approach of the steamer.

That a regulation would be far more useful and important which should have the effect of indicating to the steamer the proximity of the sailing vessel; inasmuch as steamers can alter their course and avoid the risk of collision with much greater ease than sailing vessels.

That this object is to be obtained by sailing vessels being compelled to carry a light; the more especially as the difficulty experienced by those on board the steamer in discerning the approach of the dark sailing vessel is found to be increased by the confusing glare cast immediately in front of the steamer by its own lights.

Your memorialists therefore respectfully submit that, for the reasons above stated, sailing vessels should be compelled to carry a light; and they trust that the present Session will not be allowed to pass without your Lordships submitting to the consideration of Parliament a measure having that for its object.

By order of the Committee,

(signed) *W. C. Morgan.*

12 February 1849.

Enclosure 6, in No. 51.

GENERAL ASSOCIATION OF PROPRIETORS OF STEAM SHIPPING, 1852.

Chairman, Arthur Anderson, Esq., M.P.

Members of Committee elected by Subscribers at General Meeting.

Joseph Adams, Esq.
James Allan, Esq.
Wolverley Attwood, Esq.
J. A. Bolger, Esq.
James Hartley, Esq.
George Moffatt, Esq., M.P.
William Watson, Esq.

Members of Committee nominated as Representatives of Companies.

Joseph Boyce, Esq.
William J. Hall, Esq.
George Lunell, Esq.
Capt. A. Nairne.
Ebenezer Pike, Esq.
Martin Pratt, Esq.
C. W. Williams, Esq.

The following is the List of the Companies subscribing to the Association :

The Alloa, Stirling, and Kincardine Steam Navigation Company.
The Bristol Steam Navigation Company.
The British and Irish Steam Packet Company.
The "Brunswick" Steam Packet Company.
The City of Dublin Steam Packet Company.
The Cork Steam Ship Company.
The Drogheda Steam Packet Company.
The Dublin and Glasgow Steam Packet Company.
The Dundalk Steam Packet Company.
The General Steam Navigation Company.
The Hull and Hamburg "Rob Roy" Steam Packet Company.

The Hull Steam Packet Company.
The Hull and Leith Steam Packet Company.
The North Lancashire Steam Navigation Company.
The owner of the "Hercules" and "Emerald Isle" Steamers.
The Owner of the "Lady Sale" and "Erin's Queen."
The Peninsular and Oriental Steam Navigation Company.
The Waterford Steam Navigation Company.
The Whitehaven Steam Navigation Company.

REPORT.

18 March 1852.

In accordance with the rules of this association, the committee lay before their constituents upon this occasion a report of their proceedings during the past year.

Within that period, the attention of the committee has been occupied with several subjects of interest to the owners of steam shipping. One of the most important of these, the Steam Navigation Bill, the committee, in their last report, stated to be then in contemplation. Being unacquainted with its proposed provisions, they could only give their constituents an assurance that they would "strenuously resist the imposition of any injurious restrictions upon the steam shipowner;" and, at the urgent request of a large number of their subscribing companies, they undertook, in the event of its being in its general scope an unobjectionable measure, to endeavour to obtain the insertion of a clause, rendering it compulsory on sailing vessels to carry a light at night. They have the gratification of being enabled to state that their exertions have been to a great extent successful. The bill, as originally introduced, was in many of its clauses so objectionable, that upon a representation to the Board of Trade to that effect, and a detailed enumeration of its obnoxious provisions, it was withdrawn. The clauses to which the objections of the committee were more particularly directed were, that which proposed that, for the purposes of the Act, the tonnage of steam vessels should be ascertained by builders' measurement; that which required that boats should be carried, of the number and dimensions specified in the Act; and those which related to the limitation of passengers, and to the powers of inspectors. In their opposition to the two first of these the Committee were successful. From the second edition of the Bill the admeasurement clause was omitted; while cubical contents supplied the place of length and breadth, as the test of the sufficiency of boat accommodation. The necessity for a life-boat, in addition to those named in the schedule, and for the substitution in their stead of paddle-box or other boats, was also dispensed with. Besides these amendments, further important modifications suggested by the Committee were adopted. The periods within which it was proposed that declarations should be transmitted, and also those during which, under certain circumstances, certificates should continue in force, were extended; owners of steam vessels were relieved, in particular cases, from liability to penalties which attached indifferently to themselves and to those in command of their vessels; while more stringent penalties were imposed to protect the former from attempts at fraud on the part of those travelling by their vessels. In the 25th clause, too, such a modification was adopted as seemed to the committee calculated to effect the object so much desired by the majority of their constituents, namely, the enforcement of regulations for the carrying of lights by sailing vessels.

The committee regret that their opposition to the clauses limiting the number of passengers, and defining the powers of inspectors, was not equally successful; though they have reason to believe that the powers of the Board of Trade, in respect of the latter provision, will be exercised with as little inconvenience as possible to steam shipowners.

The importance which the committee attach to the omission of the admeasurement clause will be appreciated, when it is borne in mind what unremitting exertions have been made to induce the Board of Trade to bring in a Bill that would deprive steam shipowners of the deduction from the tonnage of their vessels, which they are now allowed for engine room. Its omission, too, is important, from its having had the effect of reducing, to a considerable extent, the fees payable upon certificates, varying, as they do, in proportion to the amount of tonnage. Upon the whole, defective as some of the provisions of the Act are, it must be admitted that the amendments which have been inserted in it, and the omission of its more obnoxious restrictions, have removed the most serious of the objections that have been urged against it.

As respects those clauses which appear unnecessarily restrictive; that, for instance, which specifies disproportionate dimensions for the boats of steamers of a certain class, that having reference to safety valves, and that relating to the adjustment of compasses, there seems to be no disposition to enforce them inconsiderately. With respect to the last-mentioned, the Board of Trade has suggested that a competent person should be named for each of the principal ports, by the steam shipping companies; and has expressed its willingness to accept his certificate as to the adjustment of compasses. The safety-valves clause is now under the consideration of that department, with a view to its modification; while in respect to the boats clause, they have intimated that it will be a sufficient compliance with the terms of the Act if the aggregate cubic contents of a vessel's boats be equal to that required by the Table, provided the number be not less than that specified therein. Upon this point the committee have had several communications from their constituents, pointing out the want of proportion in the dimensions, as to length and breadth, required by the Act. These they propose submitting to the Board of Trade, and as an opportunity may arise, during the Session, of amending the Act, they would recommend that no time should be lost by steam shipowners in communicating to the committee any suggestions which may occur to them for its improvement.

A Bill which has recently been brought into Parliament at the instance of the trustees of Ramsgate Harbour is now engaging the attention of the committee. Amongst other objects, it proposes to authorise the varying of tolls levied on shipping, but it contains no provisions calculated to give effect to the recommendations of the Select Committee appointed in

in 1850, "to investigate the revenue, condition, and expenditure of Ramsgate and Margate Harbours." It will be remembered that the report of that Committee stated, "That with reference to Ramsgate Harbour, it could be well maintained without any longer requiring dues or tolls to be exacted from vessels not actually entering the said harbour; and that all dues and tolls now taken from all vessels, British and Foreign, passing up or down Channel, ought wholly to cease and determine, the original purpose for which said tolls were ordered to be levied being attained, and no real improvement in said harbour being either in contemplation or practicable." Under these circumstances, and as the promoters of the Bill have declined to give any guarantee that if its second reading should be unopposed, such amendments would be proposed to be inserted in Committee as would prove satisfactory to the shipping interest, the committee feel that no course is left to them but to use their exertions to resist its further progress; and with that object they have communicated with the several steam companies upon the subject, calling attention to the Bill, and urging the expediency of a united opposition to it. The committee are gratified at being enabled to state that their suggestions have been so far responded to with promptness and energy; and they trust that, if other causes should not have the effect of preventing the further progress of the measure, their exertions and those of their constituents will lead to that result. The subject is one of no little moment to shipowners, involving, as it does, the question of passing tolls, against which the Select Committee referred to have so strongly reported. The present Bill, if unamended, will perpetuate that abuse as regards Ramsgate Harbour; while it will serve as a precedent for the concession of such a power to the promoters of Bills for the improvement of other harbours. This apprehension of the committee has been already realised in the instance of the Aldborough Harbour Bill now before Parliament, which authorises the levying of passing tolls upon shipping. To this Bill also the committee will offer the most strenuous opposition; and they trust that they may reckon on the co-operation of all who are interested in protecting shipping from unnecessary taxation.

In their last report, the committee stated that in consequence of a decision by the late Board of Admiralty, condemnatory of the use of iron for the construction of war steamers, an association had been formed "to test the comparative merits of iron and wooden vessels for purposes of war." Owing to a lengthened correspondence between that association and the Admiralty, the necessary preparations were postponed until too late a period to enable the experiments to be carried out during the past year: they have, however, to a considerable extent, been since completed, and the experiments would, ere this, the committee are informed, have been made, but for an intimation that the decision referred to had been rescinded, and that iron steamers would be permitted to be employed as mail contract vessels. The committee are not in a position to state the course which this decision may induce that association to adopt; but whether or not the experiment be proceeded with, it must be satisfactory to their constituents to find that a restriction, which would have operated so injuriously upon their interests, has been removed; and the committee cannot but feel that the steam shipping interest is deeply indebted to that body for exertions which have been attended with so successful a result.

Upon the subject of the lighthouse dues the committee have, during the past year, been in communication with the Board of Trade; and they have submitted to that department details, for the purpose of establishing the sufficiency, for the maintenance of the lighthouse establishments, of the amount of the tax proposed to be substituted for the dues at present levied. No Bill has as yet been brought forward embodying the principles for which the Light Dues' Association has been so long contending; but it is generally understood that a very large concession is about being made by the Trinity House, which will operate to the benefit of that class of shipping more especially which embraces the larger number of the companies connected with this association, namely, those employed in the Irish and coasting trade. There can be no doubt that these concessions are the result of the labours of the Light Dues' Association, the formation of which is owing to the exertions of this society; and although the system of management of lighthouses remains still unchanged, a great object has been accomplished in the diminishing, to so great a degree, the most serious abuse of that system—extravagant taxation.

It will be remembered that during the progress through Parliament of the Mercantile Marine Bill several attempts were made by the committee, with the aid of those Members of Parliament representing the shipping interest, more particularly that of its chairman and Mr. Moffatt, also a Member of the Committee, to obtain amendments in that measure. Owing to the apathy manifested by the shipping interest, their exertions were unattended with success; but they have resolved not to discontinue them, and if the present Session should afford them an opportunity of bringing those amendments under the consideration of Parliament, it is their intention to avail themselves of it.

The excessive demands for salvage, or for assistance rendered by ships of war to merchant vessels, together with the harsh measures frequently resorted to for enforcing them, is a subject in which steam shipping, as well as other shipping, is interested. The chairman of the association, in a discussion on the Mercantile Marine Bill, last Session, having brought under the notice of the House of Commons some cases of great hardship and loss suffered by shipowners in consequence of such claims, an order has been recently issued by the Admiralty prohibiting naval officers from making such claims, except in cases of great importance to the vessels assisted, and of imminent hazard to the vessels of war assisting; and not even then, until the circumstances shall have been reported to the Commander-in-Chief of the

station, and his sanction obtained for making a claim. At the same time, the order alluded to enjoins upon all naval officers commanding ships of war to render prompt assistance to merchant vessels in case of need. The committee consider they may congratulate their constituents on this satisfactory result of the exposure of a grievance which had become seriously oppressive to the mercantile marine of the country.

The committee have the satisfaction to announce that the association has, since their last report, been enlarged by the junction of the North Lancashire Steam Company.

By order of the Committee,
(signed) *William C. Morgan*, Secretary.

— No. 52. —

Liverpool and Philadelphia Steam Ship Company.

Respected Friend,

Liverpool, 1st mo. 31st, 1853.

UNDERSTANDING that you have appointed to-morrow to receive a deputation from unchartered steam shipowners on the subject of the charter sought by the London, Liverpool, and North American Screw Steam Ship Company, and being unable (though invited) to accompany them, we beg to lay before you a copy of a letter which we addressed to the Board of Trade on the 9th of December last, and respectfully request your attention to it in connexion with the subject.

We should not now have troubled you with this copy, had we not thought it just possible that in the change of Government the original might have been overlooked.

We may add that this company have completed arrangements for the increase of this line, as mentioned in that letter, which will make the capital of this company upwards of 150,000 £.

We remain, &c.
(signed) *Richardson, Brothers, & Co.*

To the Right Hon. Edward Cardwell,
Board of Trade, London.

[Copy of the letter referred to will be found under the date of 12 December 1852.]

— No. 53. —

Sir,

London, 12 February 1853.

WITH reference to the offer made to you by the opponents of the London, Liverpool, and North American Screw Steam Ship Company to perform the Canadian part of the service without a charter, the following fact, it is submitted, should be conclusive.

For some months at the beginning of last year (1852) advertisements were inserted by the Canadian Government in the London, Liverpool, Glasgow, and other papers, asking for tenders to perform steam service between London or Liverpool, and Quebec and Montreal. The applicants for the charter now asked made tenders, in the full confidence that a charter would be granted by the Board of Trade as a matter of course, and it was accepted. Why did not the opposing parties make this tender themselves? Is it just that they should now be allowed to step in merely to keep as far as possible rivals out of the trade?

The late President of the Board of Trade intimated his willingness to give a charter for Canada.

The case for New York, on the mere comparison of British and American tonnage, seems unanswerable; all the American companies are entitled to limitation of liability, and they have really carried off the whole trade.

The delay in obtaining the decision of the Board of Trade is of momentous importance to the applicants.

I am, &c.
(signed) *Robert Lamont*, of Liverpool.

To the Right Hon. Edward Cardwell, M.P.,
President of the Board of Trade.

— No. 54. —

To the Right Honourable *E. Cardwell*, M. P., President of the Board of Trade,
Whitehall, London.

Sir.

Hull, 12 February 1853.

WE take the liberty of asking your attention to the subject of the applications which have been recently made, and are now making, by various companies for charters with limited liability, and as we have addressed several communications on the same subject to the late President of the Board of Trade, it may not be necessary at this time to recapitulate the arguments which have from time to time been adduced to show the injurious and mischievous tendency of the adoption of such a principle. But with the view of bringing our sentiments fully before you, we have presumed so far upon your time as to forward you herewith copies of some of the communications referred to: the injury inflicted upon the private trader by the granting of exclusive privileges to a company is therein shown at great length, and commented upon in a manner which we think is fully warranted by the great importance of the subject.

If any additional argument were needed to show that private enterprise is equal to any commercial undertaking of the rational order, and ready for its adoption, the fact of the "*Great Britain*," the largest steam ship in the world, and recently despatched on the longest steam voyage, being owned by a private firm, Messrs. Gibbs, Bright, & Co., Liverpool, fully supports the assertion that there exists private enterprise ready to go to any extent which commerce may legitimately require.

It is true there have been many companies formed for great undertakings, some of which have succeeded, whilst others have proved miserable failures, as some who have been induced to become shareholders have experienced to their cost. For the shareholders therein, being unprotected by limited liability, have very properly been called upon to pay the losses incurred. If these companies now applying should unfortunately succeed in obtaining limited liability, of course their shareholders will be more happily situated, insomuch as they only lose their subscribed funds. But parties who may be rash enough to give credit to the companies in question, will find out when too late that they have no fund to claim upon, and will learn to estimate limited liability at its true worth.

The documents hereinbefore referred to, and of which copies are sent herewith, are as follows, viz.:

Protest and memorial of owners of steam vessels and others at the port of Hull to the Board of Trade, against the granting of a charter to the North of Europe Steam Navigation Company.

A similar document from Glasgow.

A letter from ourselves to James Clay, Esq., M. P., dated 12th June 1852, a copy of which was sent to Mr. Henley on the 23d June.

Letters from ourselves to Mr. Henley, dated respectively 25th June and 6th November 1852.

A letter from Viscount Goderich, M. P., to Mr. Henley, dated 13th November 1852.

Besides these, there have been communications from our townsman, Mr. Thomas Thompson, and a memorial from the Hull Chamber of Commerce. All these, with the deputations which have waited upon the Board of Trade, and the communications which have from time to time been made to the late President on the subject from other parts of the country, have most strongly deprecated the principle we have mentioned, on the ground of its gross injustice, viz., the granting of peculiar privileges to any company or body of men, to the prejudice of individual or private enterprise; and we repeat our firm conviction, that there is private energy and enterprise in this country sufficient to meet the legitimate requirements of trade to any extent. This is proved, not only in the instance we have cited, but also in the fact of the flourishing existence of private steam companies of gigantic enterprise, almost encircling the world with their fleets.

We would respectfully urge the subject upon your attention, and trust the enlightened view which you will take of it in all its bearings, will induce your

refusal to recognise any application for charters to parties applying for the same with limited liability, as we cannot but contend that all such grants are contrary to the spirit and meaning of free and unrestricted competition; a principle now almost universally accepted as the only safe and proper one to be acted upon in this country.

We have, &c.
(signed) *Brownlow, Pearson, & Co.,*
Private Steam Owners.

[A similar answer to the preceding ones returned.]

Enclosure 1, in No. 54.

To the Right Honourable the President, Vice-President, and Members of the Board of Trade.

The Protest and Memorial of the undersigned Owners and Part-owners of Steam Vessels, Merchants, and Traders at the Port of *Hull*,

Showeth,

THAT the North of Europe Steam Packet Company has applied to your Honourable Board for a charter of incorporation (with limited responsibility), authorising them to run steam vessels from certain ports on the east coast of England to the adjacent continental ports of Europe.

That no important public object is to be accomplished by the formation of such a company, the trade in which it is about to embark being already amply supplied by individual enterprise, in which a very large amount of capital has been invested, and the parties who have done so are fully prepared, if the necessity arise, to extend or vary their operations to meet the requirements of the public as they may hereafter develop themselves.

That private energy and enterprise are amply sufficient to render every facility that the public can require.

That the intimate connexion proposed to exist between this company and certain railway companies, as is shown by the statement furnished by the promoters of the company to your Honourable Board, is quite contrary to the spirit of all legislation and precedent, inasmuch as it has always been held to be extremely objectionable that railway companies should be allowed to deviate from their proper sphere, by embarking in other steam and water traffic.

That private individuals engaged in steam navigation are not only subject to ordinary losses, but also rendered personally liable to damages for the neglect or default of others, and such damages are now, in cases of fatal accident, made recoverable to an unlimited amount by relatives of the deceased; whereas the company in question will only be responsible to its limited liability.

That the effect of granting a charter of incorporation to the said company would be to give it a monopoly, as, with joint-stock funds at its disposal, and supported as it proposes to be by large and influential railway companies, it would be able by continued and overwhelming competition to discourage and ultimately to crush all private enterprise that might be opposed to it.

And that as it would be unfair to give such an advantage as this company seeks to gain over parties, who by the investment of capital have established a business in which they are liable to the whole extent of their property.

On these grounds we do most respectfully protest against a charter of incorporation being granted to the said company, or to any other company with similar objects.

(Signed by 52 Firms and Individuals.)

To the Right Honourable the President, Vice-president, and Members of the Board of Trade.

The Memorial of the undersigned Owners of Steam Vessels in *Glasgow*,

Showeth,

THAT your memorialists are informed application has been made to your Right honourable Board for a charter of incorporation for a company called, or to be called, the North of Europe Steam Packet Company, conferring limited responsibility on the partners; the purpose of the said company being to sail steam vessels from ports on the east coast of England to the adjacent continental ports of Europe.

It is notorious that whenever there is a prospect of remuneration there is no lack of capital and enterprise in this country to supply steam vessels or otherwise to provide for carrying on such trade without any special immunities, the granting of which are unjust to all who are not similarly protected, and injurious to the public, by excluding competition on equal terms by parties willing to bear the legitimate risks of the business in which they engage.

Your

Your memorialists have no doubt, that if the trade in which the proposed company intend to engage is adequate to support steam vessels, there will be no deficiency of supply for all its requirements, without any adventitious aid.

Your memorialists therefore earnestly pray your Right honourable Board to refuse granting any charter of incorporation to the company above referred to, and to all such trading companies.

Glasgow, 12 May 1852.

Enclosure 2, in No. 54.

A copy of the following Letter sent by Brownlow, Pearson, & Co., 23 June 1852, to the Right Honourable J. W. Henley, M.P., President of the Board of Trade.

“North of Europe Steam Navigation Company.”

Dear Sir,

Hull, 12 June 1852.

WITH respect to the stipulations to be made in any charter granted to this company, we fancy that they will accept any terms they can make, only they do get their charter, and in the hope that afterwards they can go again to the Board of Trade and obtain modifications. In fact, they will say, “Get the wedge point entered once, and we can mend matters afterwards.”

Now with respect to the measures, or any measures Mr. Henley may adopt in the shape of stipulations about through rates for goods and passengers to prevent the railways giving the steamers unfair and illegal facilities and assistance, our experience has taught us that no measures can prevent this, if the parties are determined upon it. The code of morality in use with large public companies, we all know, is very lax; and the remedy applicable on the part of individuals to prevent them is involved in such endless and expensive litigation and delay as to be almost impracticable. The expenses of Chancery or other proceedings being to a private purse ruinous, consequently these large companies presume accordingly, and do many things which an individual, if even shameless enough to attempt, would be at once prevented perpetrating from fear of the law; but that law will be set at defiance, as the companies know they can make it too expensive an article for individuals to deal in against them. Or, again, with the aid of some adviser largely possessed of cunning legal acumen, the railway and the steam company may concoct measures or modes of effecting their objects, which whilst nicely, narrowly avoiding the letter of the law, may still suit their purpose, however much the spirit and intent of such law may be invaded. Thus the individual trader is placed in a most improper and unfair position, without means of extrication. If this company receive a charter, however guarded, it is our decided opinion they will either creep through, or break through it, and the circumstances herein foreshadowed will be realised. Thereby the private trader will most likely be driven off, the field cleared, and then, to quote their own words, having availed of “the combined arrangements among all the principal railway companies to sacrifice their interests as carriers for a time to the interests of the steam company,” and having carried out their expressed intention “of setting loss against profit, and bearing loss for a time, could wait for the ultimate profit;” then we do assert that, having destroyed competition by sheer strength of purse and wasteful extravagance of outlay, they will have the public on the hip, and make them restore the company’s outlay, in the shape of monopoly prices of freight and fares. Is this a desirable state of things? Is this for the good of commerce? Is this an encouragement of trade? We opine, no. It is the most dangerous, evil, and uncalled-for measure ever proposed, and therefore the Board of Trade should refuse to grant any company a charter that seeks to avail of such charter in the way this company proposes. We do hope and trust Mr. Henley will not be the gentleman to indirectly further such objects, but will tell this company, that, by their own showing, they have condemned themselves, and that their “statement” put forth as reasons for the granting of a charter, contains the very soundest reasons why they should not be encouraged by Government in any shape or way, and that Government will use all means to put down such unheard-of wickedness as they propose perpetrating.

It must not be forgotten, as we have often named, also, that the granting a charter to any steam, sail, or other passenger conveyance, takes such party out of harm’s way, on account of Lord Campbell’s Act. Such company is only open to the extent of its subscribed capital, whilst an individual steam owner is liable to the last penny of his property, and may be made a pauper of any day. Is this fair? Is it honest? We again say, no; and for that reason alone a charter ought not to be granted. We fear we tire you on this matter, but to us it is vital; we earn our living by the sweat of our brow, inside and out, and it is hard, for no good to any party, a huge monopolising company like this is to be allowed to step in upon us, and crush us to establish itself, and punish the public afterwards by monopoly rates of charges.

Please represent these matters to Mr. Henley, when we do think he will arrive at the right conclusion, and refuse the charter applied for.

James Clay, Esq., M. P.

Remaining, &c.
(signed) *Brownlow, Pearson & Co.*

Enclosure 3, in No. 54.

To the Right Honourable *J. W. Henley*, M.P., President of the Board of Trade, London.

Sir,

Hull, 25 June 1852.

WITH respect to the charter applied for by the promoters of a steam packet company to be called the "North of Europe Steam Navigation Company," we perceive by the newspapers that a large deputation, consisting of my Lord Yarborough, Mr. Cobbold, Mr. Peto, and other parties largely interested in railways, had the honour of an interview with you the other day, and as we are informed that the two names to the petition for charter are those of Lord Yarborough and Mr. Peto, and looking also at the curious document placed before you by the promoters, there cannot on the whole be a doubt that the statements made to you by our Mr. P. MacIver, of Liverpool, Mr. Brown, and Mr. Clay, M.P., and Mr. Thos. Thompson, of Hull, on the occasion of the deputation you kindly admitted, are most curiously verified, even to the very letter. Our statement was, that this project was, from beginning to end, a railway project; that it was intended, by the aid of railway money, to crush private enterprise, and ultimately to raise up a complete monopoly, to the destruction of such enterprise, and injury of the public interests. You were pleased to state in reply then, that the project had not presented itself to you in any such light, and from remarks you made, the unanimous conclusion to which the members of the deputation came was, that when the project did present itself to you in its true colours, it would not meet with favour at your hands, but that the intimate connexion with railway companies would be a serious objection.

Now, sir, there is not the shadow of a doubt on the matter, and we do once more, most respectfully, but urgently, beg of you to pause at least before granting the charter, as, if granted, it will be the greatest blow and discouragement to private energy and enterprise that was ever given by Government in modern times, whilst to the public it will be no benefit at any time, but after a time will, on the contrary, be a great mischief. The statement given you by the promoters fully shows this.

No doubt the promoters have been furnished with the grounds of objections made, and we do beg that answers of theirs (if any they can by possibility have) which may have tended to shake your opinion of the strength of our objections may be laid before us, to allow us the opportunity of dealing with them. We cannot help remarking that the "reasons" given by the promoters altogether fail to show that any great public object is to be attained by the formation of this company, and that the very contracted field of North Sea steam navigation, so far from requiring any supply beyond what private enterprise and capital can afford, might, if legitimate commerce needed it, be almost covered with steamers. Already the number of daily departures from one or other port of England and Scotland to the Continent is very great; and those steamers depart regularly whether full or half full, or even almost empty; cargo or no cargo, they keep up stated times of departure, and many steamers besides are laid by the wall wanting employment.

When such people as Messrs. Burns and MacIver can establish steamers of immense power and capacity between Liverpool and New York, thence to the Isthmus of Panama, and other fleets from Panama to Australia, belting the world round, as it were, with steamers unrivalled for speed and all other requirements, and this as ordinary shipowners, without any protection from Government in the shape of limited responsibility, we do contend that a paltry ferry-boat affair, as this North Sea traffic is in comparison to those achievements, cannot need any such aid as this company seeks.

We feel that our position as private steam owners, along with many others, representing in the aggregate a large amount of money, is to be, seriously, so vitally affected by this attempt at monopoly, that we do hope you will be pleased to take again into consideration most seriously all the objections that have been raised, (and, if time had permitted, they would have been multiplied tenfold,) and also that you will ultimately arrive at the conclusion that such a project is unworthy, on the showing even of its promoters, to receive the protection sought for, but that matters should be left to the individual enterprise of the country, unfettered and unaided, to work out, never doubting that all legitimate requirements will be fulfilled.

We have, &c.

(signed) *Brownlow, Pearson, & Co.,*
Private Steam Owners, Hull.

To the Right Honourable *J. W. Henley*, M.P., President of the Board of Trade, London.

Sir,

Hull, 6 November 1852.

As we view with great alarm the applications now being made for Royal charters with limited liability, we venture, as parties who have been the pioneers of steam navigation on the east coast, to address you most respectfully, but earnestly, deprecating the grant of any such applications. They have no *locus standi* to come forward with. The only plea that can justify a grant of the kind is the offering to do something conducing to the public good, which would not otherwise be done by private, unprotected enterprise.

That any steam company can show reasons of this kind, we utterly deny. If there be any legitimate profit to be honestly gained, there are private parties ready to-morrow to encircle the

the globe with steamers, and do it better, and with more benefit to the public than any of these protection-seeking monopolists, chartered companies. To encourage such is to destroy wholesome competition. There is no lack of wholesome competition between private steam owners already, and never will be. We see it at Hull, at Liverpool, at Glasgow, and other ports, and from time to time, as trade increases, or circumstances require it, steam owners enlarge and improve their ships, with the view of enabling them to carry more traffic at less rates. This is exemplified at Liverpool, especially just now, both as respects the Mediterranean and the New York trade; new steamers of the screw class are being placed thereon by private steam owners, and freights reduced to increase traffic and render increased facilities to trade.

If these charter-seeking companies think there is an opening for competition and new lines of vessels, let them take up the ground and fight the contest fairly, and with the same weapons. No one can object to that; but it is, we respectfully submit, most unfair to arm them with "panoply of proof," in the shape of limited liability, whilst others are to fight the battle with simply nature's defences. It is, it must be, unjust towards private enterprise; and once cripple that, the public will indeed smart under the failures, loss, mismanagement, and plunder which these chartered companies will bring upon the commerce of this great country, such greatness not resulting from the enervating fostering care of such measures as the one now complained of, but from the bold, independent, individual enterprise and energy of her sons of commerce going straight and honestly to their wished-for point, and feeling that they have a "fair field and no favour." This we most respectfully beg of you to preserve to them, and then, as hitherto, the public interests will be better served, and at lower rates than any chartered companies can do. Competition between private owners is quite prevalent enough to protect the country's interests; but to aid and assist the formation of companies with special privileges, is to assist in creating a monopoly from which the country must deeply suffer.

We approach you with these remarks with the greatest deference and respect, but as we feel our position as private steam owners vitally threatened, we do beg most earnestly that you will continue to shield us from injustice. We ask no special favours; we only ask the withholding of such from others, and we fear not the private steam owner will hold his ground, and the public be better served than when he is driven therefrom by monopoly protection-seeking companies.

We have, &c.

(signed) *Brownlow, Pearson, & Co.*

Sir,

5, Whitehall Yard, 13 November 1852.

THE subject of the conversation I had with you last week was of so great importance, and so much interest is felt in it by so many of the most enterprising merchants and shipowners of this country, that I trust you will excuse me if I trouble you with a letter, in which I shall endeavour to put more fully before you the grounds on which considerable alarm is felt at this time on the question of granting charters, with peculiar privileges, to joint-stock companies, formed for the purpose of carrying on the steam navigation in various lines. It is feared that many applications for this purpose will be made to the Board of Trade from companies quite unworthy to obtain any favour, and therefore it is that so much anxiety is felt that what is believed to be the right view of the subject should be laid before you.

A very strong feeling exists, and I cannot but think rightly, in the minds of many persons, against the granting of any such charters at all, except perhaps in very rare cases; but I will not now trouble you with any remarks upon that subject after our conversation of the other day, but I will take my stand upon the principles which you then laid down, that such charters ought only to be granted when it has been clearly shown that great public benefit would accrue from the establishment of such companies, and that such benefit is not likely to be conferred through the means of any private firm or individual. You would, I trust, also admit that there is one further point which must be established in every case, namely, not only that the public benefit to be conferred by the charter-seeking company is not likely to be obtained from the exertions of private persons, but also that peculiar privileges are absolutely needed to enable even the company promising such service to perform it; for the whole matter complained of is the privileges granted to these companies, which take them out of the operation of the Joint-Stock Companies Acts, to which other similar bodies are liable, and give them such advantages as to render it almost impossible for the unprivileged persons or bodies to maintain their ground against them.

Starting therefore from these principles, I would beg you to examine carefully whether any case can consistently with them be made out in favour of granting these charters to steam navigation companies, for I believe that it cannot. I venture to assert, that private (meaning thereby unprivileged) enterprise is quite adequate to carry on the steam navigation (any line) with every possible advantage and accommodation for the public; and I would appeal, as an instance, to the Liverpool and New York Steam Company, and especially to Mr. Cunard's, and ask in what way they have fallen short of their duty, either in speed, power, or accommodation for the public. You instanced to me the other day, it is true, the great advantage which the public would have derived from the accommodation of a daily boat exclusively for passengers, free from the occasional annoyance of having cattle, &c., on board, which the North of Europe Company proposed to give; but, sir, how was this company enabled to make this promise without raising its charges, for if it had raised its charges at all considerably, of course the plea of public benefit was at an end? It was only enabled to do so by those arrangements with the railway companies, of which you are aware, and

which I believe induced you in this case to refuse the charter. Whether they could have fulfilled their promise at all is very doubtful; but the only means by which it would have been possible for them to do so would have been their understanding with the railway companies. To every such understanding you are, if I mistake not, opposed. If, therefore, unprivileged persons or bodies can in these matters do all that the charter-seeking companies can, with the advantage that the first are honest, *bonâ fide* undertakings, which the second too frequently are not, I would at least beg of you to consider whether you should not in all such cases start with the principle that the presumption is strongly against the companies asking for charters, and whether you should not therefore throw the *onus probandi* upon them.

It is very difficult, in truth, to conceive any except very gigantic undertakings which could make out any just claim to obtain such special privileges as give them at their commencement enormous advantages over all others, many of those others being private firms or individuals, who, with no privileges, and no advantage except that of their own industry, perseverance, and intelligence, have for many years served the public well, and whose exertions have in many cases rendered possible the existence of these new companies, which are now seeking to beat their teachers and pioneers from the field by means of artificial props and favours of Government, and given, not as the reward of meritorious industry, but in the hope that, having got them, they may at some future time perhaps deserve them.

I trust that the importance of the subject, and the great interests involved, will plead my excuse for troubling you with this letter.

I have, &c.

The Right Honourable J. W. Henley.

(signed) *Goderich.*

— No. 55. —

At the Council Chamber, Whitehall, the 23 February 1858.

By the Right Honourable the Lords of the Committee of Council appointed for the consideration of all matters relating to Trade and Foreign Plantations.

YOUR Majesty having been pleased by your Order in Council, bearing date the 16th October last, to refer unto this Committee a petition of Peter Rolt, of Clement's-lane, Lombard-street, in the city of London, merchant, and others, praying the grant of a charter of incorporation to "The London, Liverpool, and North American Screw Steam Ship Company,"

The Lords of the Committee have taken the said petition into consideration, and humbly take leave to report as their opinion, that it will not be advisable for Your Majesty to grant a charter of incorporation to the said petitioners.

— No. 56. —

Messrs. Wadeson and Malleson,

Board of Trade,
22 February 1853.

I AM directed by the Lords of the Committee of Privy Council for Trade to state to you, for the information of the parties promoting the application for a Royal charter for incorporating the London, Liverpool, and North American Screw Steam Ship Company, that their Lordships have again had this matter under their consideration; and their Lordships regret that, looking to the amount of private enterprise already engaged in the carrying trade by means of screw steam ships between this country and the United States of North America, their Lordships are unable, consistently with the rules by which the department has been ordinarily guided in the like cases, to recommend that a Royal charter, conferring limited liability, should be granted to that company.

I am, &c.

(signed) *James Booth.*

— No. 57. —

Sir,

Austin Friars, 24 February 1853.

WE have the honour to acknowledge receipt of your letter, dated 22d instant, in which you inform us, by direction of the Lords of the Committee of Privy Council for Trade, "That looking to the amount of private enterprise already engaged in the carrying trade by means of screw steam ships between this country and the United States of America, their Lordships are unable, consistently with the rules by which this department has been ordinarily guided in the like cases, to recommend that a Royal charter, conferring limited liability, should be granted to the London, Liverpool, and North American Screw Steam Ship Company.

We have communicated your letter to the provisional committee of that company, and we are instructed to express their deep regret and disappointment at the conclusion at which their Lordships have arrived, having entertained a strong hope that the great and obvious national objects which they intended to promote would have induced their Lordships to come to a different decision.

The committee believe that the amount of private enterprise referred to in your letter is comprised in the following vessels, viz. :

"Glasgow," trading between the Clyde and New York.
 "City of Glasgow,"
 "City of Manchester," } trading between Liverpool and Philadelphia.
 "Andes," }
 "Alps," } trading between Liverpool and New York.

The two last belonging to the Cunard Company, and not really the result of private enterprise, but supported by an enormous subsidy from the Government; and that no other screw steam vessels are engaged in the carrying trade between any part of the United Kingdom and any part of the United States.

They also understand that the only other similar vessels that have been projected for the purpose of being employed in that trade are the following, viz. :

"City of Philadelphia," to trade between Liverpool and Philadelphia.
 "Etna," "Jura,"
 "Taurus," and "Teneriffe," } to trade between Liverpool and New York.

The four last also belonging to the Cunard Company. The committee are strongly impressed with the opinion that the number of such vessels (which are capable of carrying on only a small fraction of the existing trade between the two countries, the great bulk thereof being in the hands of foreign ship-owners) will not be increased by means of private enterprise, but that, on the contrary, their number will be found to diminish; and they cannot but think that their Lordships will at no distant period be willing to encourage British enterprise in the American trade, by granting Royal charters of incorporation to such parties as may be willing to invest their capital in screw steam ships for that purpose.

They therefore direct us to say that they will be willing to accept the charter as settled by Mr. Bellenden Ker, with the addition of a proviso, to the effect that the company shall not be at liberty to trade between the rivers Clyde and Mersey and the ports of New York and Philadelphia, without the permission of the President of the Board of Trade, in writing, first obtained; which proviso would prevent the company from competing with any steam ship now existing or contemplated, and would leave them at liberty to trade between London and the United States, and between both London and Liverpool and the British colonies in North America, in which quarters the introduction of screw steamers is so anxiously desired. And we are directed by the committee earnestly to pray that their Lordships will be pleased to recommend the granting of the charter with the above modification.

We have, &c.

James Booth, Esq.,
 &c. &c. &c.

(signed) *Wadeson & Malleison.*

— No. 58. —

Messrs. Wadeson & Malleson,

Board of Trade,
26 February 1853.

I AM directed, &c., to acknowledge the receipt of your letter of the 24th instant, written on behalf of the committee of the London, Liverpool, and North American Screw Steam Ship Company, in which you state that the company would be willing to accept the charter applied for by that company as settled by Mr. B. Ker, with the addition of a proviso that the company shall not be at liberty to trade between the rivers Clyde and Mersey and the ports of New York and Philadelphia, without the previous permission in writing of the President of the Board of Trade, and you pray that their Lordships will be pleased to recommend the granting of the charter with the above modification.

In reply, I am directed to inform you that my Lords regret that it is not in their power to comply with the request conveyed by your letter.

I am at the same time to inform you that the remonstrances addressed to this Board against the grant of a charter to the above-named company were not confined to the owners of steam vessels belonging to the Clyde and the Mersey, but were received generally from the owners of steam vessels, and from the shipping interest generally belonging to the ports on the eastern coast of Great Britain.

I am, &c.

(signed) *James Booth.*

— No. 59. —

Sir,

London, 24 February 1853

REFERRING to the reply received from the Board of Trade to the application of the London, Liverpool, and North American Screw Steam Ship Company, date of 22d instant, I beg, as the principal contractor with the Canadian Government for the screw steam service between this country and the British North American colonies, to inquire whether the Board of Trade would recommend a charter to be granted limited to that service, in which trade there are at present no steam vessels whatever.

On the 8th December last you were understood to intimate that the Board of Trade were disposed to recommend the charter to be granted, confined to that object, and from this intimation we relied that the same, to this extent at least, would be granted, whatever might be the result of the application for the more extended charter.

As arrangements must be immediately made for the commencement of the service, it is of great moment that we should receive an early reply.

I have, &c.

(signed) *Robert Lamont*, of Liverpool,
at Euston Hotel, Euston-square.James Booth, Esq.,
Board of Trade.

— No. 60. —

Board of Trade, 26 February 1853.

I AM directed by the Lords of the Committee of Privy Council for Trade to acknowledge the receipt of your letter of the 24th instant, in which, with reference to the reply received from this Board to the application of the London, Liverpool, and North American Screw Steam Ship Company, you inquire, as the principal contractor with the Canadian Government for the screw steam ship service between this country and the British North American colonies, whether the Board of Trade would recommend a charter to be granted limited to that service, in which trade you state that there are now no steam vessels whatever.

In

In reply, I am directed to remind you, that, in answer to the inquiry by the late President of the Board of Trade, whether the promoters of the company would desire to accept a charter limited in the manner that you now propose, those parties, by Messrs. Wadeson & Malleson's letter of the 4th December last, stated that the object of the company would be defeated by the limitation of its operations to the United Kingdom and the British North American colonies, and excluding the ports of the United States; and it was added, that unless the company had the power of sending their vessels to ports south of the St. Lawrence, especially during the winter months, it would be impossible to run them to profit. Under these circumstances, it does not appear to their Lordships that they could, with propriety, recommend the grant of such a charter.

I am, &c.

Robert Lamont, Esq.

(signed) *James Booth.*

— No. 61. —

Sir,

London, 1 March 1853.

I BEG to acknowledge receipt of your letter of 26th ultimo, in answer to one I had the honour of addressing to your Honourable Board on the 24th ultimo, inquiring whether you would recommend a charter to be granted, limited to the carrying out the contract with the Canadian Government.

In reference to such answer I beg to observe, that the statement of Messrs. Wadeson & Malleson, therein referred to, was made with respect to the scheme then contemplated by the proposed company, and not to the service required by the contract with the Canadian Government, for the carrying out of which service I distinctly understood that the Board of Trade offered a charter.

My contract with the Canadian Government requires that, during the summer months, while the navigation of the St. Lawrence is open (say for seven months in the year) steamers shall sail twice a month from Liverpool, and twice a month from Quebec and Montreal; and, during winter, once a month between Liverpool and Portland (State of Maine), the latter being chosen by the Legislature of Canada as the port for the arrival and departure of the steamers during winter. I had no doubt whatever that, under a charter, this contract may be carried out with advantage to the public, and a fair remuneration to the company, but without such charter the powers of the contractors will be so crippled as materially to prejudice the colonies.

I would respectfully urge that the granting of a charter for this service cannot in any way interfere with private enterprise, as no steamers whatever are employed in the trade, and the objections which have appeared to the Board to render it their duty to decline acceding to the former application do not apply to the one I now make.

It is my duty to add, that at the time the contract with the Canadian Government was entered into I was aware that nine or 10 charters had been granted to steam companies, most of them having less national claims than the present; and I entered into that contract never doubting but that the privileges which had been granted to those companies would also be extended to this undertaking.

I would further say, that a refusal of this application will be a matter of infinite surprise and mortification to the Canadians, and will naturally lead them to compare their situation with that of their neighbours in the United States, where the powers now asked for are matters of right.

Canada is now the only colony of any importance unconnected by a line of steamers with the mother country.

I have, &c.

(signed)

Robert Lamont, of Liverpool,
at Euston Hotel, Euston-square.

James Booth, Esq.
Board of Trade.

— No. 62. —

Office of Committee of Privy Council for Trade,
Whitehall, 5 March 1853.

Sir,

WITH reference to your letter of the 1st instant, on the subject of the grant of a charter of incorporation, with limited liability, to a steam shipping company, limited to the carrying into effect your contract with the Canadian Government, I am directed by the Lords of the Committee of Privy Council for Trade to acquaint you that their Lordships adhere to the view conveyed to you in my letter of the 26th ult.

Robert Lamont, Esq.

I am, &c.
(signed) *James Booth.*

— No. 63. —

No. 11, Leadenhall-street,
10 March 1853.

Sir,

THE provisional committee of the London, Liverpool, and North American Screw Steam Ship Company have had before them the letter addressed to their solicitors, Messrs. Wadeson & Malleon, by Mr. Booth, on 26th ultimo, and feeling that their application for a Royal charter of incorporation has not been justly dealt with at the Board of Trade, they desire me respectfully to request your permission to restate the facts of the case, under the impression that they must have been misunderstood.

Our petition was presented, and referred to the Board of Trade, in the month of October last; we proposed to carry out objects of great national importance without any expense to the country, viz., to establish steam communication between London, Canada, and Newfoundland; between London and the United States of America; and between Liverpool, Canada, and Newfoundland, all which routes are at present without any such accommodation, and on which the running of steam vessels of any description has never been attempted; we also embraced the performance of a postal contract entered into by one of our members with the Government of Canada, which contract is a matter of peculiar interest with both the Government and people of that important colony; and, finally, we proposed to extend steam communication, by means of large iron screw vessels, between Liverpool and New York. We undertook to convey emigrants on all these great routes at low rates of passage, with all the comforts, safety, and regularity to be attained only by means of steam, and which have not hitherto been afforded to that class of passengers by any parties whatever. In order to accomplish these important designs, we engaged to build a fleet of large and powerful screw steam ships, the possession of which in the mercantile marine would be found the most efficient, and at the same time the least expensive means of contributing to the national defences, if ever the shores of this country should be threatened with invasion.

The high value which is put by other countries on the enrolment of such vessels on their mercantile marine, is proved by the following facts: In April last, the State of New York passed a law for the express purpose of encouraging the establishment of ocean steam ship companies, by which any seven or more citizens of the United States are empowered to form themselves into a corporation, with limited liability, by merely filing in a public office a list of their names, with a statement of the objects of the company, and its proposed capital. The French Government is understood to be at this moment in negotiation for the establishment of a powerful fleet of transatlantic steam ships, and to be willing to pay a large annual subsidy in furtherance of that object. And the Prussian Government has recently issued a decree remitting all duties on the importation of iron plates, and other articles to be employed in the construction of iron screw steam ships.

An opposition was offered to that part of our project which related to the trade between Liverpool and New York only; and that opposition was entirely got up by parties in the receipt of large annual grants from the Governments of England and the United States, who have hitherto been enabled to maintain a monopoly of steam between those ports by means of the subsidies they receive.

Your

Your predecessor in office, Mr. Henley, offered to grant a charter to us for the North American colonies, which we did not refuse to accept; but believing that the opposition alluded to could not ultimately prevail, we submitted to that Right honourable Gentleman the grounds on which we hoped to obtain the more extensive charter we had applied for. We fully understood that the question to be decided by Mr. Henley was only between the extended or restricted charter, and we were prepared to accept the latter, if he should refuse to recommend the former. He had promised to deliver his judgment before Christmas; but prior to his doing so, an adverse division in the House of Commons caused the resignation of the Government with which he was connected.

We had the honour of bringing our application under your notice immediately on your assumption of office, and we had every reason to expect that the question would be taken up by you in the position in which it was left by your predecessor.

The first reply to our petition was conveyed in Mr. Booth's letter of the 22d February, in the following terms: "Looking to the amount of private enterprise already engaged in the carrying trade by means of screw steam ships between this country and the United States of North America, their Lordships are unable, consistently with the rules by which this department has been ordinarily guided in the like cases, to recommend that a Royal charter, conferring limited liability, should be granted to that company."

The sole ground for this rejection of our prayer was the existing employment of screw steam ships in a part of the trade which we proposed to enter upon; and although, looking to the utter insignificance of the amount of such steam shipping, in comparison with the whole extent of the trade, we could not recognise any sufficient grounds for such refusal, we bowed without a murmur to your decision, and offered, through our solicitors' letter of 24th ultimo, to meet the objection by accepting the charter, with a proviso restraining us from trading from or to any of the ports between which a single steam ship is already employed.

Mr. Booth's letter of 26th ultimo, in reply, repeats your refusal of the charter, but upon grounds different from those stated in his letter of 22d ultimo. It is now said, "that the remonstrances addressed to this Board against the grant of a charter to the above-named company were not confined to the owners of steam vessels belonging to the Clyde and the Mersey, but were received equally from the owners of steam vessels and from shipping interest generally, belonging to the ports on the eastern coast of Great Britain."

We are not aware that any one steam vessel owned on the eastern coast of Great Britain has ever made a voyage to any part of North America; and it is certain that the shipping interest generally on that coast would be benefited by the operations of this company, and that no individual belonging to that interest could be injured by them; we are therefore at a loss to understand why their remonstrances should have influenced your decision. At the same time, we deny that the Chamber of Commerce and committees which have been influenced by interested parties to remonstrate against our application, have any pretension to represent the shipping interest generally on the eastern coast of Great Britain.

You are reported to have stated in Parliament, a short time since, that the pending applications for charters would be decided upon at the Board of Trade upon principle, and in accordance with the precedents in the office; and you more recently informed a member of this committee that you could find no precedent for granting a charter to this company. It was acknowledged both by your predecessor and by yourself, at the interviews with which you respectively honoured deputations from this committee, that the following three points constituted the principle upon which charters were granted by the Board of Trade, viz.:

1. That the object proposed was of national importance;
2. That it required a large amount of capital to carry it out; and
3. That it would not unduly interfere with existing British interests.

It has not been denied, we believe, by any parties that we should come within the two first requisitions, and we have obviated any objection with reference to the third, by consenting to be restricted from interference with any existing

British interest ; so that our application is brought strictly within the principle laid down ; and as regards precedent, we have already had the honour of submitting to you a list of 11 ocean steam ship companies to which Royal charters have been granted—to some of them very recently—none of which have offered to promote objects of greater national importance than those projected by this company, and several of them comparatively insignificant in the extent of capital and size of ships, and one of them having authority by charter to trade with all parts of the world, without any regard to the chartered or private companies or individuals previously engaged in various branches of trade with steam vessels.

It is, however, supposed that you have been influenced in rejecting our application by an opinion that it is not advisable to grant any charters until a commission, about to be appointed, shall have reported on the general question of limited liability. If this supposition be well founded, we respectfully request your attention to the special reasons why such a rule should not be applied to our case. We have been suitors at the Board of Trade from the 30th September last, without an intimation having been made to us until the 26th February, that any objection existed to the grant of the charter we prayed for, except from the opposition of the parties already referred to, which was as well known, and the value of which could be as well estimated, in October or December as in February. During the interval of suspense, extending over five months, we have necessarily incurred expenses amounting to a very large sum of money, and have also sacrificed time, of still greater value to us as men of business ; and we cannot think that Her Majesty's Government will consider it just that such sacrifices should be imposed upon any of her subjects, by the application to their case of a principle that was not adopted until many months after the time at which a decision on their application might have been arrived at.

I have, &c.

(signed) *Thos. H. Brooking,*
Chairman of the Provisional Committee.

The Right Honourable
Edward Cardwell, M.P., &c. &c.

— No. 64. —

Office of Committee of Privy Council for Trade,
Whitehall, 16 March 1853.

Sir,

I AM directed by the Lords of the Committee of Privy Council for Trade to acknowledge the receipt of your letter of the 10th instant, on behalf of the provisional committee of the London, Liverpool, and North American Screw Steam Ship Company, in which you request to be allowed to restate the facts of the case as to the application by the above company for a Royal charter of incorporation, under the impression that they must have been misunderstood.

In reply, I am to state to you that my Lords have carefully considered the statements contained in your letter, and are unable to arrive at any other conclusion than that already conveyed to you. Their Lordships decided upon your case after a most careful consideration of all the circumstances, and with reference to former precedents. They are not aware of any instance in which a charter has been conferred by the Crown where so large an amount of private enterprise was already engaged, and so general an objection was expressed, on the part of the persons interested, to the possession by a company of privileges which the general operation of the law denied to them.

In reply to your statement, that the company were prepared to accept a charter for the North American colonies only, I am directed to refer you to the letter of your solicitors of the 4th December, in which it is stated that the objects of the company would be defeated by such a limitation ; and detailed reasons are given for that statement.

T. H. Brooking, Esq.

I am, &c.
(signed) *James Booth.*

— No. 65. —

[A copy of the following Memorial to the Colonial Office was sent to the Board of Trade on the 16th March, and is therefore inserted.]

To the Right Honourable his Grace the Duke of *Newcastle*, Secretary of State for Her Majesty's Colonial Possessions.

The Humble Memorial of *Robert Lamont*, of Liverpool, Merchant,

Showeth,

THAT no line of steam packets has ever been established to run between this country and Canada, and the Colonial Government of Canada considering the establishment of such a service a matter of great importance to the welfare and development of that colony, and to its more intimate connexion with the mother country, determined to contract for such establishment, and in the months of March, April, and May 1852, advertised in the public newspapers of England and Scotland for tenders for such service, to be addressed to the Commissioners of Public Works, Quebec.

That your memorialist and his partners sent in tenders for such service, and the same were accepted by the Canadian Government; and an agreement, dated the 13th August 1852, was made and entered into for such service, subject to ratification by the Parliament of Canada, between your memorialist and his partners of the one part, and the Honourable John Young of Quebec, Her Majesty's Chief Commissioner of Public Works for the province of Canada, acting for and on behalf of Her Majesty's Government in the said province, of the other part.

That an Act of the Colonial Legislature has since been passed to carry out such contract, and the said agreement was ratified by the Chief and the Assistant Commissioners of Works in the said province under the said Act, on the 19th November 1852.

That the service in question cannot be carried out properly except by the application of a capital of at least 300,000*l.*, and therefore only by a public company, and that it is notorious that cautious, prudent, and wealthy men will not join in steam-packet companies unless they are established under charters limiting the liability of the shareholders to the amount of their subscription; and it is also notorious that so far as capital can be procured by means of subscriptions to companies without a limited liability, such capital will only be advanced at a very much higher rate of return, and therefore that the services by such companies can only be performed at a far more expensive rate than by limited-liability companies.

That these views have of late been so fully acknowledged by Her Majesty's Government, that 11 charters have, during the last few years, been granted to as many companies, with the requisite limitation of liability, and that the vast increase of the ocean steam service during the last two years could not have taken place without such charters.

That in entering into the said contract with the Canadian Government, neither your memorialist and his partners nor the said Canadian Government ever entertained a doubt but that the same privileges which had been granted without hesitation to other companies for other similar objects, would be granted for the service contracted for.

That immediately after entering into such contract, your memorialist and his partners associated themselves with other parties connected with shipping, and other capitalists, who were about to apply for a charter, which would have included the service contracted for, and would have united with it the establishment of steamers to run between Liverpool, London, and New York and Canada; and such company having been provisionally formed, an application for a charter, with limited liability, was made to the Board of trade.

That such application was opposed by other parties engaged in the American steam shipping trade, and that in December 1852 the late President of the Board of Trade required time to consider the whole proposed scheme, but offered to grant (should that be sufficient) a charter, if the same were limited to the service contracted for in the said Canadian contract, but that such limitation was considered by the said other parties fatal to so many of the objects contemplated by such provisionally formed company, that they pressed on the Board a further consideration of their claim for the whole charter.

730.

N

That

That the said application for a charter embracing the extended objects was refused by the said Board of Trade, and such refusal was communicated by letter from James Booth, esq., the Secretary of the said Board, to Messrs. Wadeson and Malleson, the solicitors of the said provisional company, dated the 22d of February 1853, which stated that their Lordships regretted that, looking to the amount of private enterprise already engaged in the carrying trade by means of screw steam ships between this country and the United States of North America, their Lordships were unable, consistently with the rules by which this department had been ordinarily guided in the like cases, to recommend that a Royal charter conferring limited liability should be granted to that company.

That on such refusal, your memorialist applied for a charter, limited to the service of the said contract; and that in answer to such application, your memorialist received a letter from the said James Booth, esq., dated the 26th of February 1853, as follows: "In reply, I am directed to remind you, that in answer to the inquiry by the late President of the Board of Trade, whether the promoters of the company would desire to accept a charter limited in the manner that you now propose, those parties, by Messrs. Wadeson and Malleson's letter of the 4th December last, stated that the objects of the company would be defeated by the limitation of its operation to the United Kingdom and the British North American colonies, and excluding the ports of the United States; and it was added, that unless the company had the power of sending their vessels to ports south of the St. Lawrence, and especially during the winter months, it would be impossible to run them to profit. Under these circumstances, it does not appear to their Lordships that they could with propriety recommend the grant of such a charter."

That on the 1st of March your memorialist addressed to the said James Booth, esq., the letter, and on the 5th of March received from him the answer.

[See *ante*, page 93 and 94, for these letters, bearing date the 1st and 5th March respectively.]

That the said application has been, as your memorialist humbly conceives and submits, dealt with, not as a matter of public and national importance, but as a mere matter of trade, and as one between competing capitalists only, and that the rule of Her Majesty's Government as to charters has, your memorialist believes and humbly submits, always been to allow such charters where they relate to matters of public and national importance.

That the great colonial and national importance of the present contract and its interest to the Canadian Government and nation is well known to your Grace, and is fully referred to in the despatch of the Right honourable Lord Elgin to the late Secretary of State for the Colonies, dated the 22d December 1852, and presented to Parliament on the 15th February 1853, and in the Enclosure numbered 1, in such despatch (see pages 5 and 31).

And therefore your memorialist humbly prays that your Grace will be pleased to give such assistance towards carrying out the objects of Her Majesty's Canadian Government as to your Grace shall seem meet.

(signed) *Robert Lamont,*
of Liverpool.

London, 11 March 1853.

EXTRACTS from the Reports on the State of Her Majesty's Colonial Possessions.

OCEAN STEAMERS.

A CONTRACT has been completed (subject to approval by Parliament) with an eminent firm in Liverpool, by which a line of powerful screw steamers of not less than 1,500 tons burthen, and capable of carrying 1,000 tons of cargo, will commence running on the opening of the navigation next spring between the ports of Liverpool and Quebec and Montreal, every fortnight during the season of navigation, and to Portland in the State of Maine, during the winter months, at a cost of 24,000 *l.* sterling per annum for 14 fortnightly trips to the St. Lawrence, and five monthly trips to Portland; or for 16,000 *l.* sterling for 12 monthly trips. The contract is to extend over a period of seven years, to commence from the starting of the first steamer from Liverpool. The cabin passage shall not exceed the

the sum of 21 *l.* sterling; the second cabin the sum of 12*l.* 12*s.*; and the steerage passage the sum of 6*l.* 6*s.*, and to be found in everything required. The rate of freight from Liverpool not to exceed 60 *s.* per ton measurement, nor the freight of produce to exceed the current rates demanded by sailing vessels.

It is believed that the establishment of this line of steamers from Liverpool will have the effect of diverting through the St. Lawrence a part of that vast stream of emigration destined for the Western States, which now pours into the Atlantic cities of the United States, and of turning public attention to the superior facilities now existing on the St. Lawrence for transport of freight and passengers. Upwards of 300,000 emigrants arrived in 1851 at the port of New York; these emigrants arrived in 2,211 vessels, measuring on the aggregate over 1,000,000 of tons. The return freight of these vessels to Great Britain consist chiefly of flour and grain, and the competition among so large a number has reduced the prices of freight to more than one-half of the average rates of former years. The rates of freight from Quebec to Great Britain are about 100 per cent. higher than from New York, which is to be accounted for by the fact that the great bulk of the ships coming to Quebec arrive in ballast, carrying no emigrants, and the home freight alone has to remunerate for two voyages. The influence, therefore, of emigration in reducing the expenses of transport of our great agricultural staples, and in promoting the interests of our railroads and canals, by which they will be brought to shipping ports, ought not to be overlooked; but, on the contrary, every means should be adopted to secure such vast advantages. The cheap, speedy, and commodious accommodation for passengers afforded by this line of steamers will do much to turn attention to the St. Lawrence route, where on the arrival of the ocean steamer or sailing vessel, the emigrant may be met by large and comfortable steam vessels, in which without transshipment he can be carried to any port, or any of the upper lakes. It is believed, however, that this line of steamers will only be a commencement of this trade, and that under a policy of freedom from all restriction in our navigation, the route by the St. Lawrence will annually grow in public favour.

Arrangements have also been made with the contractors for the circulation in Britain and in other parts of Europe of such books, pamphlets, or maps relating to Canada as the Government may see fit to send for that purpose, and also to have the same translated into any desired language, and distributed without any other charge than the cost of printing. Some such course as this is actually necessary, from the great ignorance prevalent abroad as to the mineral and agricultural resources of Canada, and of her progress and advantages as a place of settlement.

The contractor is also obliged to carry a mail and mail officer, free of all other charge than the sums already named.

The foregoing respectfully submitted.

(signed) *John Young,*
Chief Commissioner of Public Works.

(signed) *Hamilton H. Killaly,*
Assistant Commissioner of Public Works.

Department of Public Works, Quebec,
August 1852.

**LONDON, LIVERPOOL, AND NORTH AMERICAN
SCREW STEAM SHIP COMPANY.**

**COPIES of PETITIONS to, and ORDERS of, Her
MAJESTY in Council; of MEMORIALS to, and COR-
RESPONDENCE with, the Board of Trade, between
September 1852 and April 1853, in relation to the
GRANT of a ROYAL CHARTER of INCORPORA-
TION to the LONDON, LIVERPOOL, and NORTH
AMERICAN SCREW STEAM SHIP COMPANY.**

(Sir Herbert Maddock.)

*Ordered, by The House of Commons, to be Printed,
8 July 1853.*

[Price 1 s.]

730.

Under 16 oz.

MAILS TO CALCUTTA AND AUSTRALIA.

RETURN to an Order of the Honourable The House of Commons,
dated 13 December 1852;—*for*,

COPIES “of the REPORTS of the SURVEYORS and ENGINEERS appointed by the Admiralty to Inspect and Report upon the SHIPS employed by the GENERAL SCREW STEAM COMPANY to carry the Mails to *Calcutta*, and upon those employed by the AUSTRALIAN STEAM NAVIGATION COMPANY to carry the Mails to *Australia*; stating the TONNAGE of these Ships, their HORSE-POWER, the Average SPEED with and against Tide, the SPEED required by their respective Contracts, the ARMAMENT they are reputed to carry in case of need, and their General Dimensions.”

(*Mr. Rich.*)

Ordered, by The House of Commons, to be Printed,
14 February 1853.

GENERAL SCREW STEAM SHIPPING COMPANY TO CARRY THE MAILS TO CALCUTTA.

NAMES.	DIMENSIONS.			TONNAGE, OLD RULE.	HORSES' POWER.	SPEED.			ARMAMENT REPUTED TO CARRY.			REMARKS.
	Length.	Breadth.	Depth.			With Tide.	Against Tide.	Required by Contract.	Number.	Pounders.	Weight.	
Queen of the South	Ft. In.	Ft. In.	Ft. In.	1,777 $\frac{3}{4}$	300	Mean Speed.						Fitted to receive the broadside guns, but not fitted to receive those on pivots, but is report- ed sufficiently strong for that purpose when so fitted.
	240 6	39 4 $\frac{1}{2}$	25 0	1,777 $\frac{3}{4}$	300	About 10 knots (light)						
Lady Jocelyn	240 6	39 4 $\frac{1}{2}$	25 2	1,777 $\frac{3}{4}$	300	About 10·25 knots			20	32	25	
Indiana	240 8	39 4 $\frac{1}{2}$	25 2	1,777 $\frac{3}{4}$	300	About 10·5 knots			1	10 in.	85	
Calcutta	247 0	39 2	25 3	1,800	300	- - 10·54 knots			1	8 in.	65	
Mauritius	247 0	39 2	25 3	1,800	- - Not known (not having been surveyed by the Engineers.)			8 knots				

AUSTRALIAN STEAM NAVIGATION COMPANY TO CARRY THE MAILS TO AUSTRALIA.

Australian	-	-	226	6	33	0 $\frac{2}{10}$	24	0	1,250	300	-	9.91 knots	-	8 $\frac{1}{2}$ knots	{ Decks and waist not sufficiently strong to carry guns.					
Sydney	-	-	226	6	33	0 $\frac{2}{10}$	24	1	1,250	300	-	10.57 knots	-	8 $\frac{1}{2}$ knots						
Melbourne	-	-	213	0	37	4 $\frac{3}{4}$	23	0 $\frac{1}{2}$	1,418 $\frac{3}{4}$	250	-	8.75 knots	-	8 $\frac{1}{2}$ knots	{	8	32	-	Broadside Pivots	{ Not fitted to receive this armament, but is reported sufficiently strong for that pose.
															{	2	68	-	Pivots	
Adelaide	-	-	263	4	38	2	25	7	1,852	450	-	11.52 knots	-	8 $\frac{1}{2}$ knots	{	20	32	25	Broadside Pivots	
															{	2	8 in.	65		

Admiralty Surveyor's Office, }
1 February 1853.

B. W. Walker,
Surveyor of the Navy.

COPIES of the REPORTS of the SURVEYORS and ENGINEERS appointed by the Admiralty to Inspect and Report upon the SHIPS employed by the GENERAL SCREW STEAM COMPANY to carry the MAILS to *Calcutta*, and upon those employed by the AUSTRALIAN STEAM NAVIGATION COMPANY to carry the Mails to *Australia*; stating the TONNAGE of these Ships, their HORSE-POWER, the Average SPEED with and against Tide, the SPEED required by their respective Contracts, the ARMAMENT they are reputed to carry in case of need, and their General Dimensions.

“ QUEEN OF THE SOUTH.”

“ Queen of the South.”

Admiralty, Somerset House,
14 May 1852.

Sir,

IN compliance with your order of the 12th instant, directing me to survey the “ Queen of the South ” iron screw steamer, built for the General Screw Steam Shipping Company, I beg herewith to forward my report of the survey, which was taken in the River Thames on the 14th and 15th instant, and to state that she is built in a very substantial manner, and that her fittings and furniture are very complete, and that she is fully equipped in every respect for the conveyance of the mails between this country and the Cape and Calcutta, in accordance with the terms of the contract with this Company.

Capt. Sir Baldwin W. Walker, K.C.B.
&c. &c. &c.
Surveyor of the Navy, &c.

I have, &c.
(signed) *T. Waterman.*

REPORT of SURVEY on the “ QUEEN OF THE SOUTH,” Steam Vessel,
by Mr. *T. Waterman.*

When taken ?—14th and 15th May 1852.

Where taken ?—River Thames.

	Feet.	Inches.
Length from foreside of stem, to aftside of post, at the height of } the upper deck - - - - - }	240	6
Length, keel for tonnage - - - - -	216	7 ½
Breadth, extreme (including wales) - - - - -	39	4 ½
„ for tonnage - - - - -	39	3
„ moulded - - - - -	39	2
Depth in hold (deck to floor) - - - - -	25	0

Tonnage, old rule (builders’) ?— 1,777 ¾.

„ new rule ?

„ displacement (if it can be procured) ?—2,600 at 18 feet.

Built, when launched ?—October 1851.

„ where ?—Blackwall.

„ by whose draught ?—C. J. Mare & Co.

„ for what service ?—General Screw Steam Shipping Company.

"Queen of the
South."

						Feet.	Inches.
Draught of water when launched -	-	-	{ Forward	-	-	8	0
			{ Aft	-	-	11	6
" " with engines, boilers, masts,			{ Forward	-	-		
and rigging -	-	-	{ Aft	-	-		
" " load complete, with stores			{ Forward	-	-	15	1
for sea -	-	-	{ Aft	-	-	16	4

Whose engines fitted with, and of what power?—Maudslay, Sons, & Field; 300.

Description of boilers?—Tubular, 4 pieces.

Diameter of cylinder?—55 inches.

Length of stroke?—2 feet 6 inches.

Diameter of screw, and of what description?—15 feet; pitch, 17 feet.

Number of revolutions per minute, { When light?
When deep?—60.

Paddle boards—Length, ft. in.; breadth, ft. in.; area, ft. in.

Dip or immersion of paddle, { When light?
When deep?

What is the rate of speed under various circumstances; also the result of trials which are to be stated?—Speed, about 10 knots.

What quantity of coals the engines require per hour?—30 cwt.

What quantity of coals she will stow in her boxes?—530 tons.

Ditto - - - ditto - - - in other parts?—None.

Quantity of coals on board at load draught of water?—500 tons at trial.

Total complement of officers, 11; men, 71; engineers, 4; stokers, 18; total, 104.

Cables, number, and size?—Five - { 2 - 1 $\frac{7}{8}$ - 105 fathoms.
2 - 1 $\frac{5}{8}$ - 105 "
1 - 1 - 105 "

Anchors, number and weight?—Seven { Cwts. qrs. lbs.
2 - 50 0 0
2 - 39 0 0
1 - 14 0 0
1 - 10 0 6
1 - 8 0 0 } Rogers.

Boats, number and description?—Six - { Ft. In. Ft. In. Ft. In.
1 Long boat - 31 2 × 9 3 × 3 10
1 Mail - 26 0 × 7 8 × 2 8
1 Cutter - 26 0 × 7 1 × 2 6
1 Life boat - 30 0 × 6 6 × 2 6
1 Ditto - 27 5 × 6 9 × 2 6
1 Jolly boat - 20 0 × 6 0 × 2 4

Number of persons they will carry?—About 250.

Guns, number and description?—Two 12-pounders, for signals.

Masts and yards (dimensions to be returned on Form No. 301.)

How does she stow her crew, stores, and provisions?—Very well.

What space of hold for cargo in tons, at about 50 cubic feet per ton?—About 900 tons.

What space for troops, the probable number below at 12 superficial feet per man?—About 250 troops.

Has she a secure place abaft for a magazine and shell-room?—A small magazine aft, which can be flooded by a tap in the saloon.

Mail-room, if any, and how fitted?—Two fitted complete, and to be lined with zinc.

Is her bottom sheathed with copper?— } Built of iron.
When last sheathed?—

" docked?—April 1852.

Lightning conductors?—Fitted complete, on the plan of Sir William Snow Harris.

“Queen of the South.”

Scantling of the Frame, &c.

Keel	-	-	{ Sided 3 in. Deep 9 "	
Keelson	-	-	{ Sided 5 " Moulded 18 "	Three in number, with two angle irons at the top and bottom.
Floors	-	-	{ Sided 5 " Moulded 2 feet	About 30 feet long in midships.
Futtocks	-	1st	{ Sided 4 1/2 in. Moulded 6 "	Reduced to 3 1/2 by 5 in. forward and aft, placed at a distance of 16 in. apart midships, graduated to 20 in. forward and aft; to be double or placed back to back in the engine-room, with reverse frames of 3 1/2 x 4 x 1/8 to every frame in engine-room, and every alternate one forward and aft.
		2d	{ Sided 4 1/2 " Moulded 6 "	
		3d	{ Sided 4 1/2 " Moulded 6 "	
			and top timbers	
Stem	-	-	{ Sided 4 " Moulded 10 "	
Stern post	-	-	{ Sided 5 to 4 in. Moulded 9 in.	
Wales	-	-	Thick 2 1/2 x 2 ft. 2 in. 2 strakes	All double rivetted throughout. Flush butts and overlapped edges.
Bottom plank	-	-	Thick garboard 1 in., bilge 1 1/8 to 5/8	
Topsides	-	-	Thick 1 1/2, sheer strake 3/4	
Beams, upper deck	-	-	{ Sided 1 in. Moulded 10 "	With angle iron 3 x 3 1/2 in. at the top, and half round iron at the bottom.
" lower deck	-	-	{ Sided 1 " Moulded 10 "	Ditto.

Upper deck flat thick	-	4	"	Dantzic fir, fastened with iron screws, galvanised.
Lower do. do.	-	3 1/2	"	Yellow pine.
Quarter-deck beams	-	10	"	by 9 in. sided. Mast and hatchway, oak; remainder, fir.
Quarter-deck flat	-	3 1/2	"	Yellow pine, fastened with mixed metal.

To state if the beams and framing are properly disposed of for enabling the vessel to be armed as a war steamer, with the size guns (pounders) number of each, and where can be mounted as pivot or broadside guns?

She is fitted with ports, and ring and eye-bolts for twenty-six 32-pounder broadside guns on the upper deck, and is sufficiently strong to receive pivot guns, but not fitted.

		No.			Cwt.	
Proposed	-	20	-	32-prs.	-	25 broadside.
	-	1	-	8 in.	-	65 } pivot.
	-	1	-	10 "	-	85 }
Total	-	22				

To state how the vessel is fastened, if with treenails or bolt nails, and butt bolts, if iron, copper, or mixed metal; and to report generally on the fastenings of the vessel?

The plates are overlapped edges and flush butts, double rivetted throughout. The beams are secured by flange knees, and longitudinal stringers of plate iron of 2 ft. 2 in. by 1/2 in. thick, with angle irons of 5 x 3 1/2 in. to each deck, connected at the ends of the ship by breast hooks, about 16 feet long, and she has seven water-tight bulkheads.

CARRYING THE MAILS TO CALCUTTA AND AUSTRALIA. 7

"Queen of the South."

Weight of engines and shafts	-	-	-	84 tons.
„ boilers and fittings	-	-	-	88 „
„ water in ditto	-	-	-	62 „
„ paddle wheels, or	-	-	-	
„ screw propeller and frame, &c.	-			9 ½ „
„ spare gear	-	-	-	
Total weight with all fittings	-	-	-	243 ½ tons.

Number of revolutions per minute - - -	per -	When tried light—draft of water	Fore 15 ft. 2½ in.	} 60.
		When tried deep—draft of water	Aft 16 6½	

Mean pressure on the piston by indicator - { When tried light, 13.125 lbs.
When tried deep, lbs.

BOILERS.

Description of boilers	-	-	-	-	-	Tubular.
Iron or copper	-	-	-	-	-	Iron.
By whom made	-	-	-	-	-	Maudslay, Sons, & Field.
When new	-	-	-	-	-	1852.
Date of last thorough repair, and where performed	-	-	-	-	-	
Number of separate parts	-	-	-	-	-	Four.
Height of top of steam chest above load water-line	-	-	-	-	-	2 feet.
Tubes, number (total)	-	-	-	-	-	720.
„ length	-	-	-	-	-	7 feet.
„ diameter	-	-	-	-	-	3 inches outside.
„ thickness	-	-	-	-	-	$\frac{1}{8}$ inch, full.
„ iron or brass	-	-	-	-	-	Iron.
„ whether with ferrules or not	-	-	-	-	-	Not.
Tube plates, thickness	-	-	-	-	-	$\frac{3}{16}$ inch.
„ distance between tubes	-	-	-	-	-	1 $\frac{1}{2}$ „
„ iron or brass	-	-	-	-	-	Iron.
Number of furnaces	-	-	-	-	-	Twelve.
Length of ditto	-	-	-	-	-	6 feet.
Breadth of ditto	-	-	-	-	-	2 feet 6 inches.
Pressure on safety-valve	-	-	-	-	-	12 lbs.
Number of stoke-holes	-	-	-	-	-	Two.
Means of ventilation	-	-	-	-	-	Wind-pipe and hoods.
Number of funnels	-	-	-	-	-	One.
Diameter of ditto	-	-	-	-	-	5 feet.
Length of ditto	-	-	-	-	-	36 feet.
If made to strike, in what manner	-	-	-	-	-	Lowered with hinge.
Number of masts	-	-	-	-	-	Three.
Position of mainmast with relation to funnels,	-	-	-	-	-	36 feet abaft centre of funnel.
Cubic contents of boxes	-	-	-	-	-	
Quantity of coals that can be stowed in boxes, and of what description	-	-	-	-	-	520 tons.
Ditto that can be stowed in other parts	-	-	-	-	-	None, except in bags in the fore hold.
Cubic contents of ditto	-	-	-	-	-	
What number of pipes are fitted in boxes, to ascertain the temperature	-	-	-	-	-	None fitted.

8 REPORTS OF SURVEYORS AND ENGINEERS ON SHIPS

"Queen of the
South."

PADDLE WHEELS.

Description of paddle-wheels	-	-	-	
Diameter to the inner edge of outer rim	-			
How much reefed	-	-	-	-
Total number of paddles in each wheel	-			
Number of paddles on the arm	-	-	-	
Breadth of each	-	-	-	-
Dip or immersion of paddle *	-	-	-	<div> <div>When tried light,</div> <div>When tried deep,</div> <div>ft.</div> <div>ft.</div> <div>in.</div> <div>in.</div> </div>
Description of disconnecting apparatus	-			
„ brakes, or holding ditto	-			
Extreme breadth over paddle-boxes at the spring beams	-	-	-	-
Whether fitted with paddle-box boats	-	-		

SCREW PROPELLER.

Description of screw propeller	-	-	-	Feathering.
Diameter of	-	-	-	ditto
Length (on the line of keel)	-	-	-	
Pitch	-	-	-	-
Multiple	-	-	-	-
Means for disconnecting the propeller	-	-	-	Shaft withdrawn.
„ for hoisting	-	-	-	ditto
Description of distilling apparatus	-	-	-	
„ of means for turning round the engines when cold	-	-	-	
„ of any other contrivance under trial	-	-	-	
What is the rate of speed, both when at light draught and when deep, ascertained by measured distance, and where tried? †	-	-	-	<div> <div>When tried light, 10 nautical miles.</div> <div>When tried deep, nautical miles</div> </div>

Tried between Woolwich and the Nore.

GENERAL REMARKS on the Extent of Repairs or Alterations of the Machinery and Vessel during her Equipment at the Port.

Injection pipes are fitted from the bilge to the condensers.

The bilge pumps are connected by means of suitable pipes and cocks to the top of the air-pump, in order to assist in freeing it from air, &c., if it should be considered necessary, when the injection water is of a high temperature.

The bilge-pumps are also so arranged as to draw boiling water from the boilers, and throw it in jets overboard.

All the main bearings of the engines and shafting are lined with soft metal.

One air-pump only is used for both engines, worked vertically from the main shaft, with a stroke of 10 inches.

(signed) *Robt. Hughes.*

* The immersion of the paddles is to be ascertained by careful measurement, at the same time, of both paddle wheels in smooth water.

† Indicator cards, originals, are to be attached to this return; taken on the occasions of the trials "light" and "deep," from each engine, top and bottom.

Cards are likewise to be sent, showing the performance of the engines on each of the grades of expansion.

A list of the spare gear actually put on board is also to be appended, certified to have been tried in place.

"LADY JOCEYLN."

"Lady Jocelyn."

Admiralty, Somerset House,
26 July 1852.

Sir,

IN obedience to your order of the 15th instant, directing me to survey the "Lady Jocelyn" iron screw steam ship, built at Blackwall for the General Screw Steam Shipping Company, I beg herewith to forward my report of the survey, which was taken in the River Thames on the 16th and 24th instant, and to state that this ship is built in a substantial manner; that her fittings and furniture are very complete, and she is fully equipped in every respect for the conveyance of the mails between this country and the Cape and Calcutta, in accordance with the terms of the contract.

Capt. Sir Baldwin W. Walker, K.C.B.,
&c. &c. &c.
Surveyor of the Navy, &c.

I have, &c.
(signed) *T. Waterman.*

REPORT of SURVEY on the "LADY JOCELYN" Steam Vessel, by Mr. *T. Waterman.*

When taken?—16th and 24th July 1852.

Where taken?—River Thames.

	Feet.	Inches.
Length from foreside of stem to aftside of post, at the height of } the upper deck - - - - - }	240	6
Length of keel for tonnage - - - - -	216	7
Breadth, extreme (including wales) - - - - -	39	4 $\frac{1}{2}$
„ for tonnage - - - - -	39	3
„ moulded - - - - -	39	2
Depth in hold (deck to floor) - - - - -	25	2

Tonnage, old rule (builders')?—1,777 $\frac{1}{4}$.

„ new rule?

„ displacement (if it can be procured)?—2,600 at 18 feet.

Built, when launched?—March 1852.

„ where?—Blackwall.

„ by whose draught?—C. J. Mare & Co.

„ for what service?—General Screw Steam Shipping Company.

	Feet.	Inches.
Draught of water when launched - - - { Forward - - -	8	0
- - - { Aft - - -	11	4
„ „ with engines, boilers, masts { Forward - - -	9	10
and rigging - - - { Aft - - -	13	0
„ „ load complete, with stores { Forward - - -	15	6
for sea - - - { Aft - - -	16	7

Whose engines fitted with, and of what power?—Maudslay, Sons, & Field; 300.

Description of boilers?—Tubular, four pieces.

Diameter of cylinder?—55 inches.

Length of stroke?—Two feet six inches.

Diameter of screw, and of what description?—Two blades folding; diameter, 15 feet;
pitch, 17 feet; length, 4 feet.

Number of revolutions per minute, { When light?
{ When deep?—60 at trial.

"Lady Jocelyn."

Paddle boards—Length, feet inches; breadth, feet inches; area, feet, inches.

Dip or immersion of paddle { When light?
When deep?

What is the rate of speed under various circumstances; also the result of trials, which are to be stated?—At a trial in Long Reach and Lower Hope, weather fine, about $10\frac{1}{2}$ knots.

What quantity of coals the engines require per hour?—21 cwt.

What quantity of coals she will stow in her boxes?—550 tons.

Ditto - - - ditto - - - in other parts?—None.

Quantity of coals on board at load draught of water?—450 at trial, 70 ballast, 45 water.

Total complement of officers, 11; men, 75; engineers, 4; stokers, 18; total, 108.

Cables, number and size?—Five - { 2 - $1\frac{7}{8}$ - 105 fathoms.
2 - $1\frac{7}{8}$ - 105 "
1 - 1 - 105 "

Anchors, number and weight?—Seven. { Cwts. qrs. lbs.
2 - 50 0 0
2 - 39 0 0
1 - 14 0 0
1 - 10 0 6
1 - 8 0 0 } Rogers.

Boats, number and description - { Ft. In. Ft. In. Ft. In.
2 Life boats - 30 3 x 7 7 x 2 9 $\frac{1}{2}$
1 Cutter - 26 0 x 7 7 x 2 9
1 " - 26 0 x 7 2 x 2 6
1 " - 24 0 x 6 0 x 2 5
1 Jolly boat - 20 0 x 6 0 x 2 4
1 Gig - 24 0 x 5 1 x 2 1

Number of persons they will carry?—280.

Guns, number and description?—Two 18-pounders, for signals.

Masts and yards (dimensions to be returned on Form No. 301.)

How does she stow her crew, stores, and provisions?—Very well.

What space of hold for cargo in tons, at about 50 cubic feet per ton? } About 900 tons,

What space for troops, the probable number below at 12 superficial } or
feet per man? - - - - - } 250 troops.

Has she a secure place abaft for a magazine and shell-room?—A small magazine aft, which can be flooded by a valve in the saloon.

Mail-room, if any, and how fitted?—Two, fitted complete, and lined with zinc.

Is her bottom sheathed with copper?— } Built of iron.

When last sheathed?—

" docked?—July 1852.

Lightning conductors?—Fitted complete, on the plan of Sir W. Snow Harris.

Scantling of the Frame, &c.

Keel	-	-	{ Sided 3 in. Deep 9 "	
Keelson	-	-	{ Sided $\frac{5}{8}$ " Moulded 18 "	Three in number, with two angle irons at the top and two at the bottom.
Floors	-	-	{ Sided $\frac{5}{8}$ " Moulded 24 "	About 30 feet long in midships.
Futtocks	-	1st	{ Sided $4\frac{1}{2}$ " Moulded 6 "	Reduced to $3\frac{1}{2}$ by 5 in. forward and aft, placed at a distance of 16 in. apart in midships, increased to 20 in. forward and aft. To be double, back to back, in the engine-room, with reverse frames of $3\frac{1}{2}$ by 4 by $\frac{1}{16}$ to every frame in the engine-room, and every alternate frame forward and aft.
		2d	{ Sided $4\frac{1}{2}$ " Moulded 6 "	
		3d	{ Sided $4\frac{1}{2}$ " Moulded 6 "	

and top timbers

CARRYING THE MAILS TO CALCUTTA AND AUSTRALIA. 11

"Lady Jocelyn."

Stem	-	-	{ Sided 4 in.	
			{ Moulded 10 "	
Stern post	-	-	{ Sided 5 to 4 "	
			{ Moulded 9 "	
Wales	-	-	Thick $\frac{3}{4} \times 2$ ft. 2 in.	- - - Two
Bottom plank	-	-	Thick garboard 1 in., bilge $\frac{1}{16}$ and $\frac{3}{8}$	Overlapped edges and flush butts, double rivetted, throughout the ship.
Topsides	-	-	Thick $\frac{1}{2}$, sheer $\frac{3}{8}$	
Beams, upper deck	-	{ Sided $\frac{1}{2}$ in.	} With angle irons 3 by 3 $\frac{1}{2}$ in. on the top, and half round iron at the bottom.	
		{ Moulded 10 "		

" lower deck { Sided $\frac{1}{2}$ " } Ditto
{ Moulded 10 " }



Upper deck flat thick	4	"	Dantzic deals, fastened with iron screws (tinned).
Lower - ditto	3 $\frac{1}{2}$	"	Yellow Pine - ditto - ditto - ditto.
Quarter-deck beams	10 by 9	"	Mast and hatchways, oak ; remainder, fir.
Ditto - - flat	3 $\frac{1}{2}$	"	Yellow pine, fastened with mixed metal.

To state if the beams and framing are properly disposed of for enabling the vessel to be armed as a war steamer, with the size guns (pounders), number of each, and where can be mounted as pivot or broadside guns ?

She is fitted with ports, and ring and eye-bolts for twenty-six 32-pounder broadside guns on the upper deck, and is sufficiently strong to receive two pivot guns, but not fitted.

	No.		Cwt.
I should propose -	20	- 32-prs.	25 broadside.
	1	- 8 in.	65
	1	- 10 "	85
			} pivot.
Total - - -	22		

To state how the vessel is fastened, if with treenails or bolt nails, and butt bolts, if iron, copper, or mixed metal ; and to report generally on the fastenings of the vessel ?

Her plates are overlapped edges and flush butts, double rivetted throughout, with longitudinal stringers of plate iron 26 in. by $\frac{1}{2}$ in. thick, with angle iron 5 in. by 3 $\frac{1}{2}$ in. at each tier of beams, connected at the ends of the vessel by breast hooks about 16 feet long, and she has seven water-tight bulkheads.

Also a detailed report of the general state and equipment of the vessel for the services required ?

She is fitted with a small capstan on the fore-castle, and also one on the quarter deck, and a windlass for the chain cables ; she has six good pumps, and three of Downton's ; three can be attached to the engine and donkey engine, and used as fire pumps or engines ; she is built in a very substantial manner, and has a good supply of stores and furniture, and is well adapted for the service for which she is built.

(signed) T. Waterman.

Sir,

Admiralty, 26 July 1852.

IN obedience to your directions to survey the engines, boilers, and machinery of the "Lady Jocelyn," as to their fitness for being employed in carrying Her Majesty's mails between this country, the Cape of Good Hope, and Australia, under the contract of the General Screw Steam Shipping Company, I beg state that I have surveyed them accordingly, and to report that the engines, which are by Messrs. Maudslay, Sons, & Field, of 300 horse power, are arranged and fitted in the most complete, substantial, and workmanlike manner ; and I consider the whole to be in every respect good and fit for the above service, and in accordance with the terms of the contract.

The Surveyor of the Navy.

I have, &c.
(signed) Robt. Hughes.

"Lady Jocelyn."

Somerset House, 23 July 1852.

FORM to be filled up on the completion of each Steam Vessel for service, whether first fitted, repaired, or newly equipped, by the Engineer Department, at the Port where the Works have been performed; the particulars, as to the Dimensions, &c. of the respective parts, to be ascertained by accurate measurement.

(To be forwarded direct to the Surveyor of the Navy.)

General Screw Steam Shipping Company's Vessel, "Lady Jocelyn."

					<i>Ft. in.</i>
Draught of water when launched, or before receiving the machinery - - - -	Forward	- - -	8	0	
	Aft	- - -	11	4	
Ditto, with engines, boilers, masts and rigging, and 550 tons of coal on board - -	Forward	- - -	9	10	
	Aft	- - -	13	0	
Ditto, load complete, with stores for sea -	Forward	- - -	15	6	
	Aft	- - -	16	7	
Engines, manufacturer - - - -	Maudslay, Sons, & Field.				
„ when new? - - - -	1852.				
„ if old, from what vessel? - -					
„ date of last thorough repair at a factory - - - -					
„ horse power (according to Admiralty rule) - - - -	300.				
„ Description; whether direct, beam, oscillating, vertical, horizontal, &c. - - - -	Fixed diagonal cylinders.				
„ number of cylinders - - - -	Two.				
„ diameter of cylinder - - - -	55 inches.				
„ length of stroke - - - -	2 feet 6 inches				
Kind of piston - - - -	Metallic.				
Weight of engines and shafts - - - -	84 tons.				
„ boilers and fittings - - - -	88 „				
„ water in ditto - - - -	62 „				
„ paddle-wheels, or - - - -					
„ screw propeller and frame, &c. - -	9 ½ tons.				
„ spare gear - - - -					
Total weight with all fittings - - - -	243 ½ tons.				
Number of revolutions per minute - - - -	When tried light—draft of water	Fore, 15 ft. 6 in.	Aft - 16	7	80.
	When tried deep—draft of water	Fore	Aft		
Mean pressure on the piston by indicator -	When tried light,	lbs.	When tried deep,	lbs.	

BOILERS.

Description of boilers - - - -	Tubular.
Iron or copper - - - -	Iron.
By whom made - - - -	Maudslay, Sons, & Field.
When new - - - -	1852.
Date of last thorough repair, and where performed - - - -	

Number

"Lady Jocelyn."

Number of separate parts	- - - -	Four.
Height of top of boiler above load water-line		2 feet.
Tubes, number (total)	- - - -	720.
„ length	- - - -	7 feet.
„ diameter	- - - -	3 inches outside.
„ thickness	- - - -	$\frac{1}{8}$ inch, full.
„ iron or brass	- - - -	Iron.
„ whether with ferrules or not	- -	Not.
Tube plates, thickness	- - - -	$\frac{9}{16}$ inch.
„ distance between tubes	- -	1 $\frac{1}{2}$ inch.
„ iron or brass	- - - -	Iron.
Number of furnaces	- - - -	Twelve.
Length of ditto	- - - -	6 feet.
Breadth of ditto	- - - -	2 feet 6 inches.
Pressure on safety-valve	- - - -	12 lbs.
Number of stoke-holes	- - - -	Two.
Means of ventilation	- - - -	Wind-pipes and hoods.
Number of funnels	- - - -	One.
Diameter of ditto	- - - -	5 feet.
Length of ditto	- - - -	36 feet.
If made to strike, in what manner	- -	Lowered with hinge.
Number of masts	- - - -	Three.
Position of mainmast with relation to funnels		36 feet abaft the centre of funnel.
Cubic contents of boxes	- - - -	
Quantity of coals that can be stowed in boxes, and of what description	- - - -	} 550 tons.
Ditto that can be stowed in other parts	-	
Cubic contents of ditto	- - - -	None, except in bags in the fore-hold.
What number of pipes are fitted in boxes, to ascertain the temperature	- - - -	} None fitted.
	- - - -	

PADDLE WHEELS.

Description of paddle-wheels	- - -			
Diameter to the inner edge of outer rim	-			
How much reefed	- - - -			
Total number of paddles in each wheel	-			
Number of paddles on the arm	- - -			
Breadth of each	- - - -			
Dip or immersion of paddle *	- -	{ When tried light, ft. in. { When tried deep, ft. in.		
Description of disconnecting apparatus	-			
„ brakes, or holding ditto	-			
Extreme breadth over paddle-boxes at the spring beams	- - - -	}		
Whether fitted with paddle-box boats	- -			

SCREW

* The immersion of the paddles is to be ascertained by careful measurement, at the same time, of both paddle wheels in smooth water.

"Lady Jocelyn."

SCREW PROPELLER.

Description of screw propeller - - - Feathering (Maudslay's patent).
 Diameter of - ditto - - - 15 feet.
 Length (on the line of keel) - - -
 Pitch - - - 17 feet.
 Multiple - - - Direct.
 Means for disconnecting the propeller - - Shaft withdrawn by means of screws.
 „ for hoisting - - - ditto - - Blocks and tackles.
 Description of distilling apparatus - -
 „ of means for turning round the }
 engines when cold - - - } Worm wheel and pinion.
 „ of any other contrivance under }
 trial - - - - - }
 What is the rate of speed, both when at light }
 draught and when deep, ascertained by } When tried light, nautical miles.
 measured distance, and where tried? * } When tried deep, nautical miles.

Tried in the Thames; present, Mr. Atherton; speed, estimated at about 10.25 knots per hour.

GENERAL REMARKS ON the extent of Repairs or Alterations of the Machinery and Vessel during her Equipment at the Port.

Injection pipes are fitted from the bilge to the condensers.

The bilge-pumps are connected by means of suitable pipes and cocks to the top of the air-pump, in order to assist in freeing it from air, &c., if it should be considered necessary, when the injection water is of a high temperature.

The bilge-pumps are also so arranged as to draw boiling water from the boilers and throw it in jets overboard.

All the main bearings of the engines and shafting are lined with soft metal. One air-pump is used for both engines, worked vertically from the main shaft, with a stroke of 10 inches.

(signed) *Robt. Hughes.*

"INDIANA."

Admiralty, Somerset House,
13 September 1852.

Sir,

"Indiana."

In obedience to your order of the 3d instant, directing me to survey the "Indiana" iron screw steam ship, built at Blackwall for the General Screw Steam Shipping Company, I beg herewith to forward my report of the survey taken in the River Thames on the 4th and 11th instant, and to state that the ship is built in a substantial manner; that her fittings and furniture are very complete, and that she is fully equipped in every respect for the conveyance of the mails between this country and the Cape and Calcutta, in accordance with the terms of the contract with this Company.

Capt. Sir Baldwin Walker, K.C.B.
&c. &c. &c.
Surveyor of the Navy.

I have, &c.
(signed) *T. Waterman.*

* Indicator cards, originals, are to be attached to this return; taken on the occasions of the trials "light" and "deep," from each engine, top and bottom.

Cards are likewise to be sent, showing the performance of the engines on each of the grades of expansion.

A list of the spare gear actually put on board is also to be appended, certified to have been tried in place.

CARRYING THE MAILS TO CALCUTTA AND AUSTRALIA. 15

REPORT of SURVEY on the "INDIANA," Steam Vessel, by Mr. T. Waterman.

"Indiana."

When taken?—4th and 11th September 1852.

Where taken?—River Thames.

	New Rule.		
	Feet.	Feet.	Inches.
Length from foreside of stem to aftside of post, at the height of the upper deck - - - - -	238 $\frac{5}{10}$	-	240 8
Length, keel for tonnage - - - - -	-	-	216 8
Breadth, extreme (including wales) - - - - -	-	-	39 4 $\frac{1}{2}$
„ for tonnage - - - - -	38 $\frac{2}{10}$	-	39 3
„ moulded - - - - -	-	-	39 2
Depth in hold (deck to floor) - - - - -	25 $\frac{3}{10}$	-	25 2

Tonnage, old rule (builders')?—1,777 $\frac{3}{4}$

„ new rule?—1,244 $\frac{2}{100}$; E. R., 559 $\frac{50}{100}$ = 1,803 $\frac{83}{100}$

„ displacement (if it can be procured)?—2,600 at 18 feet.

Built, when launched?—7th April 1852.

„ where?—Blackwall.

„ by whose draught?—C. J. Mare.

„ for what service?—General Screw Steam Shipping Company.

		Feet.	Inches.
Draught of water when launched - - -	{ Forward	-	9 1
	{ Aft	-	12 6
„ „ with engines, boilers, masts, and rigging - - -	{ Forward	-	12 4
	{ Aft	-	13 7
„ „ load complete, with stores for sea - - -	{ Forward	-	18 6
	{ Aft	-	18 9

Whose engines fitted with, and of what power?—Maudslay, Field & Co.; 300.

Description of boilers?—Tubular.

Diameter of cylinder?—55 inches.

Length of stoke?—Two feet six inches.

Diameter of screw, and of what description?—Two-bladed folding; diameter, 15 feet 6 inches; pitch, 17 feet; length, 4 feet.

Number of revolutions per minute { When light?
When deep?—61 at trial.

Paddle-boards—Length, feet inches; breadth, feet inches; area, feet inches.

Dip or immersion of paddle { When light?
When deep?

What is the rate of speed, under various circumstances; also the result of trials which are to be stated?—On her voyage from Blackwall to Gravesend, with tide, two hours. In consequence of so many craft in the river the speed could not be correctly ascertained, but it appeared to be about 10 $\frac{1}{2}$ knots.

What quantity of coals the engines require per hour?—30 cwt.

What quantity of coals she will stow in her boxes?—550 tons.

Ditto - - ditto - - in other parts?—90 tons.

Quantity of coals on board at load draught of water?—640 tons at trial.

Total complement of officers, 11; men, 75; engineers, 4; stokers, 18; total, 108.

Cables, number and size?—Five - $\left\{ \begin{array}{l} 2 - 1 \frac{7}{8} - 105 \text{ fathoms.} \\ 2 - 1 \frac{3}{4} - 105 \text{ „} \\ 1 - 1 - 105 \text{ „} \end{array} \right.$

Anchors, number and weight?—Seven $\left\{ \begin{array}{l} 2 - 50 \text{ cwt. } 0 \text{ qrs. } 0 \text{ lbs.} \\ 2 - 39 \text{ „ } 0 \text{ „ } 0 \\ 1 - 14 \text{ „ } 0 \text{ „ } 0 \\ 1 - 10 \text{ „ } 0 \text{ „ } 6 \\ 1 - 8 \text{ „ } 0 \text{ „ } 0 \end{array} \right.$ Rogers.

"Indiana."

		Ft.	In.	Ft.	In.	Ft.	In.
Boats, number and description?—Seven	2 Life Boats	-	30	3	7	7	2 9 $\frac{1}{2}$
	1 Cutter	-	26	0	7	7	2 9
	1 " "	-	26	0	7	2	2 6
	1 " "	-	24	0	6	0	2 5
	1 Gig	-	24	0	5	1	2 1
	1 Jolly boat	-	20	0	6	0	2 4

Number of persons they will carry?—280.

Guns, number and description?—Two 18-pounders, signals.

Masts and yards (dimensions to be returned on Form No. 301).

How does she stow her crew, stores, and provisions?—Very well.

What space of hold for cargo, in tons, at about 50 cubic feet per ton?

About 900 tons,
or for
250 troops.

What space for troops, the probable number below at 12 superficial feet per man?

Has she a secure place abaft for a magazine and shell-room?—A small magazine, which can be flooded by a valve worked in the saloon.

Mail-room, if any, and how fitted?—Two; fitted complete, and lined with zinc.

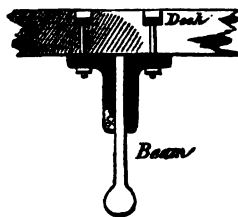
Is her bottom sheathed with copper?— } Built of iron.
When last sheathed?—

,, docked?—6th August 1852.

Lightning conductors?—Fitted complete on the plan of Sir William Snow Harris.

Scantling of the Frame, &c.

Keel	-	-	{ Sided 3 in. Deep 9 "	
Keelson	-	-	{ Sided $\frac{5}{8}$ " Moulded 18 "	Three in number, with two angle irons at the top and two at the bottom.
Floors	-	-	{ Sided $\frac{5}{8}$ " Moulded 24 "	About 30 feet long amidships.
Futtocks	-	1st	{ Sided $4\frac{1}{2}$ " Moulded 6 "	Reduced to $3\frac{1}{2}$ by 5 in. forward and aft; placed at a distance of 16 in. apart midships. increased to 20 in. forward and aft; double, back to back, in the engine-room, with reverse frames of $3\frac{1}{2}$ by 4 and $\frac{7}{8}$ to every frame in the engine-room and every alternate frame forward and aft.
		2d	{ Sided $4\frac{1}{2}$ " Moulded 6 "	
		3d	{ Sided $4\frac{1}{2}$ " Moulded 6 "	
		and top timbers	{ Moulded 6 "	
Stem	-	-	{ Sided 4 " Moulded 10 "	
Stern post	-	-	{ Sided 5 to 4 in. Moulded 9 "	
Wales	-	-	Thick $\frac{3}{4} \times 2$ ft. 2 in.	Two } Overlapped edges and flush butts, double rivetted, throughout the ship.
Bottom plank	-	-	Thick 1 in. $\frac{11}{16}$ and $\frac{13}{16}$	
Topsides	-	-	Thick $\frac{1}{2}$ " . $\frac{5}{8}$	
Beams, upper deck	-	-	{ Sided $\frac{1}{2}$ in. Moulded 10 "	With two angle irons $3\frac{1}{2} \times 3$ on the top, and a half round iron at the bottom.
,, lower deck	-	-	{ Sided $\frac{1}{2}$ " Moulded 10 "	Ditto.
Upper deck flat thick	-	4	,,	Dantzic fir, fastened with iron screws and nuts (tinned).
Lower ditto ditto	-	$3\frac{1}{2}$	,,	Yellow pine ditto.



Quarter

CARRYING THE MAILS TO CALCUTTA AND AUSTRALIA. 17

Quarter deck and forecastle beams, 10 by 9 in. Mast and hatchway, oak ; remainder, fir.
Ditto flat - - - - - 3½ „ Yellow pine, fastened with mixed metal.

To state if the beams and framing are properly disposed of for enabling the vessel to be armed as a war steamer, with the size guns (pounders), number of each, and where can be mounted as pivot or broadside guns ?

She is fitted with ports, and ring and eye-bolts for twenty-six 32-pounder broadside guns on the upper deck, and is sufficiently strong to receive two pivot guns, but not fitted.

“ Indiana. —

	No.		Cwt.
I should propose - - -	20	- - 32-prs.	- 25 broadside.
	1	- - 8 in.	- 65 } pivot.
	1	- - 10 „	- 85 }
	<u>22</u>		

To state how the vessel is fastened, if with treenails or bolt nails, and butt bolts, if iron, copper, or mixed metal ; and to report generally on the fastenings of the vessel ?

The plates are overlapped edges and flush butts, double rivetted throughout, with longitudinal stringers of plate iron, 26 in. by ½ in. thick, with angle irons, 5 3 × ½ at each tier of beams, connected at the ends of the vessel by breast hooks, about 16 feet long ; and she has seven water-tight bulkheads, with sliding valves to admit water from one to the other.

Also, a detailed report of the general state and equipment of the vessel for the services required ?

She is fitted with a small capstan on the fore-castle, and also one on the quarter-deck, and a windlass for the chain cables ; she has six good pumps, with three of Downton’s ; three can be attached to the engines and donkey engine, and used as fire-engines if required. She is built in a very substantial manner, and has a good supply of stores and furniture, and is well adapted for the service for which she is built.

(signed) T. Waterman.

Sir,

Admiralty, 13 September 1852.

IN obedience to your directions to survey the engines, boilers, and machinery of the “ Indiana,” as to her fitness for being employed in carrying Her Majesty’s mails between this country, the Cape of Good Hope, and Calcutta, under the contracts of the General Screw Steam Shipping Company, I beg to state that I have surveyed them accordingly, and to report that the engines, which are by Messrs. Maudslay, Sons, & Field, of 300 horse power, are arranged and fitted in the most complete, substantial, and workmanlike manner, and I consider the whole in every respect good and fit for the above service, and in accordance with the terms of the contract.

The Surveyor of the Navy.

I have, &c.
(signed) Robt. Hughes.

Somerset House, 13 December 1852.

FORM to be filled up on the completion of each Steam Vessel for service, whether first fitted, repaired, or newly equipped, by the Engineer Department at the Port where the Works have been performed ; the particulars, as to the Dimensions, &c. of the respective parts, to be ascertained by accurate measurement.

(To be forwarded direct to the Comptroller of Steam Machinery.)

General Screw Steam Shipping Company’s Vessel, “ Indiana.”

		Ft.	in.
Draught of water when launched, or before receiving the machinery - - - - -	Forward - - - - -	8	0
	Aft - - - - -	11	4
Ditto with engines, boilers, masts, and rigging - - - - -	Forward - - - - -	9	10
	Aft - - - - -	13	0
Ditto load complete, with stores for sea - - - - -	Forward - - - - -	15	6
	Aft - - - - -	16	7

"Indiana."

Engines, manufacturer	- - - -	Maudslay, Sons, & Field.
„ when new ?	- - - -	1852.
„ if old, from what vessel?	- -	
„ date of last thorough repair at a factory	- - - - }	
„ horse power (according to Admiralty rule)	- - - - }	300
„ description (whether direct, beam, oscillating, vertical, horizontal, &c.)	- - - - }	Fixed diagonal cylinders.
„ number of cylinders	- - - -	Two.
„ diameter of cylinder	- - - -	55 inches.
„ length of stroke	- - - -	2 feet 6 inches.
Kind of piston	- - - -	Metallic.
Weight of engines	- - - -	84 tons.
„ boilers	- - - -	88 „
„ water in ditto	- - - -	62 „
„ paddle-wheels, or	- - - -	
„ screw propeller	- - - -	9½ „
„ spare gear	- - - -	
Total weight with all fittings	- - - -	243½ tons (without any spare gear).
Number of revolutions per minute	- - - - {	When tried light—draft of water { Fore 15 ft. 6 in. Aft 16 ft. 7 in. } 61.
	- - - - {	When tried deep—draft of water { Fore Aft }
Mean pressure on the piston by indicator	- {	When tried light, lbs. When tried deep, lbs.

BOILERS.

Description of boilers	- - - -	Tubular.
Iron or copper	- - - -	Iron.
By whom made	- - - -	Maudslay, Sons, & Field.
When new	- - - -	1852.
Date of last thorough repair, and where per- formed	- - - - }	
Number of separate parts	- - - -	Four.
Height of top of boiler above or below load water line	- - - - }	2 feet.
Tubes, number (total)	- - - -	720.
„ length	- - - -	7 feet.
„ diameter	- - - -	3 inches outside.
„ thickness	- - - -	⅜ inch, full.
„ iron or brass	- - - -	Iron.
„ whether with ferrules or not	- -	Not.
Tube plates, thickness	- - - -	⅝ inch.
„ distance between tubes	- - - -	1½ „
„ iron or brass	- - - -	Iron.
Number of furnaces	- - - -	Twelve.
Length of ditto	- - - -	6 feet.
Breadth of ditto	- - - -	2 feet 6 inches.

Pressure

CARRYING THE MAILS TO CALCUTTA AND AUSTRALIA. 19

"Indiana."

Pressure on safety-valve	-	-	-	-	12 lbs.
Number of stoke-holes	-	-	-	-	Two.
Means of ventilation	-	-	-	-	Wind-pipes and hoods.
Number of funnels	-	-	-	-	One.
Diameter of ditto	-	-	-	-	5 feet.
Length of ditto	-	-	-	-	36 feet.
If made to strike, in what manner	-	-	-	-	Lowered with hinge.
Number of masts	-	-	-	-	Three.
Position of mainmast with relation to funnels	36 feet abaft the	centre of	funnel.		
Cubic contents of boxes	-	-	-	-	
Quantity of coals that can be stowed in boxes, and of what description	-	-	-	-	} 350 tons.
Ditto, that can be stowed in other parts	-	-	-	-	
Cubic contents of ditto	-	-	-	-	
What number of pipes are fitted in boxes to ascertain the temperature	-	-	-	-	} None.
	-	-	-	-	

PADDLE WHEELS.

Description of paddle-wheels	-	-	-	
Diameter to the inner edge of outer rim	-	-	-	
How much reefed	-	-	-	
Total number of paddles in each wheel	-	-	-	
Number of paddles on the arm	-	-	-	
Breadth of each	-	-	-	
Dip or immersion of paddle *	-	-	-	{ When tried light, ft. in. When tried deep, ft. in.
Description of disconnecting apparatus	-	-	-	
„ brakes, or holding ditto	-	-	-	
Extreme breadth over paddle-boxes at the spring beams	-	-	-	}
Whether fitted with paddle-box boats	-	-	-	

SCREW PROPELLER.

Description of screw propeller	-	-	-	Feathering (Maudslay's patent).
Diameter of ditto	-	-	-	15 feet.
Length (on the line of keel)	-	-	-	
Pitch	-	-	-	17 feet.
Multiple	-	-	-	Direct.
Means for disconnecting the propeller	-	-	-	Shaft withdrawn by means of screws.
„ for hoisting ditto	-	-	-	Blocks and tackle.
Description of distilling apparatus	-	-	-	
„ of means for turning round the engines when cold	-	-	-	} Worm wheel and pinion.
„ of any other contrivance under trial	-	-	-	

What

* The immersion of the paddles is to be ascertained by careful measurement, at the same time, of both paddle-wheels in smooth water.

"Indiana."

What is the rate of speed, both when at light draught and when deep, ascertained by measured distance, and where tried *	{	When tried light,	nautical miles.
		When tried deep,	nautical miles.

Tried in the Thames, going round to Plymouth; speed estimated at about 10.5 knots per hour.

GENERAL REMARKS on the Extent of Repairs or Alterations of the Machinery and Vessel during her Equipment at the Port.

Injection pipes are fitted from the bilge to the condensers.

The bilge-pumps are connected by means of suitable pipes and cocks to top of air-pump, in order to assist in freeing it from air, &c., if it should be considered necessary, when the injection water is of a high temperature.

All the main bearings of the engines and the shafting are lined with soft metal.

One air-pump only is used for both engines, worked necessarily from the main shaft, with a stroke of 10 inches.

(signed) *R. Hughes.*

"CALCUTTA."

Admiralty, Somerset House,
11 October 1852.

Sir,

“Calcutta.”

In obedience to your order of the 21st ultimo, directing me to survey the "Calcutta" iron screw steam ship, built at Blackwall for the General Screw Steam Shipping Company, I beg herewith to forward my report of the survey taken in the River Thames on the 28th ultimo and the 11th instant, and to state that this ship is built in a substantial manner; that her fittings and furniture are very complete; that she is fully equipped in every respect for the conveyance of the mails between this country, the Cape, and Calcutta, and is in accordance with the terms of the contract with this Company.

I have, &c.

Captain Sir Baldwin Walker, K.C.B.,

(signed) *T. Waterman.*

&c. &c. &c.

Surveyor of the Navy, &c.

REPORT of SURVEY on the "CALCUTTA" Steam Vessel, by Mr. T. Waterman.

When taken ?—28th September and 10th October 1852.

Where taken ?—River Thames.

	New Rule.	Old Rule.
	Feet.	Feet. Inches.
Length from foreside of stem to aftside of post, at the height of the upper deck	244 $\frac{5}{10}$	247 0
Length, keel for tonnage	-	-
Breadth, extreme (including wales)	-	-
„ for tonnage	38 $\frac{1}{10}$	39 2
„ moulded	-	-
Depth in hold (deck to floor)	25 $\frac{4}{10}$	25 3
Tonnage, old rule (builders')?—1,800.		
„ new rule?—1,272 $\frac{26}{100}$; E. R., 580 $\frac{11}{100}$ = 1,852 $\frac{37}{100}$.		
„ displacement (if it can be procured)?—2,650.		

Built.

* Indicator cards, originals, are to be attached to this return; taken on the occasions of the trials "light" and "deep," from each engine, top and bottom.

Cards are likewise to be sent, showing the performance of the engines on each of the grades of expansion.

A list of the spare gear actually put on board is also to be appended, certified to have been tried in place.

CARRYING THE MAILS TO CALCUTTA AND AUSTRALIA. 21

Built, when launched?—7 July 1852.

“Calcutta.”

„ where?—Blackwall.

„ by whose draught?—C. J. Mare.

„ for what service?—General Screw Steam Ship Navigation Company.

							Feet.	Inches.
Draught of water when launched -	{	Forward	-	-	-	8	0	
		Aft	-	-	-	11	4	
„ „ with engines, boilers, masts and rigging -	{	Forward	-	-	-	12	4	
		Aft	-	-	-	13	7	
„ „ load complete, with stores, for sea -	{	Forward	-	-	-	18	6	
		Aft	-	-	-	18	9	

Whose engines fitted with, and of what power?—Maudslay, Field & Co.; 300.

Description of boilers?—Tubular.

Diameter of cylinder?—55 inches.

Length of stroke?—Two feet six inches.

Diameter of screw, and of what description?—(Folding) Two blades; diameter, 15 feet 6 inches; pitch, 17 feet; length, 1 foot 11 inches; 4 feet.

Number of revolutions per minute { When light?
When deep?—61.

Paddle boards—Length, feet inches; breadth, feet inches; area, feet inches.

Dip or immersion of paddle { When light?
When deep?

What is the rate of speed under various circumstances; also, the result of trials which are to be stated?—At a trial in the Lower Hope, with and against tide, weather fine, speed, 10·542 knots.

What quantity of coals the engines require per hour?—30 cwt.

What quantity of coals she will stow in her boxes?—600 tons.

Ditto - - - ditto - - in other parts?—200 tons.

Quantity of coals on board at load draught of water?—560 tons at trial.

Total complement of officers, 11; men, 75; engineers, 4; stokers, 18; total, 108.

Cables, number and size?—Five - { 2 - 1½ - 105 fathoms.
2 - 1½ - 105 „
1 - 1 - 105 „

Anchors, number and weight?—Seven. { Cwts. qrs. lbs.
2 - 50 0 0
2 - 39 0 0
1 - 14 0 0
1 - 10 0 0
1 - 8 0 0

Boats, number and description?—Seven. { Ft. In. Ft. In. Ft. In.
2 Life boats - 30 3 × 7 7 × 2 9½
1 Cutter - 26 0 × 7 7 × 2 9
1 „ - 26 0 × 7 2 × 2 6
1 „ - 24 0 × 6 0 × 2 5
1 Gig - 24 0 × 5 1 × 2 2
1 Jolly boat - 20 0 × 6 0 × 2 4

Number of persons they will carry?—280.

Guns, number and description?—Two 18-pounders, signals.

Masts and yards (dimensions to be returned on Form No. 301.)

How does she stow her crew, stores, and provisions?—Very well.

What space of hold for cargo in tons, at about 50 cubic feet per ton? } About 900 tons,
What space for troops, the probable number below at 12 superficial feet } or
per man? - - - - - - - - - - - } 250 troops.

"Calcutta."

Has she a secure place abaft for a magazine and shell-room?—A small magazine, which can be flooded by a valve in the saloon.

Mail-room, if any, and how fitted?—Two, fitted complete, and lined with zinc.

Is her bottom sheathed with copper?— } Built of iron.

When last sheathed?—

„ docked?—6th August 1862.

Lightning conductors?—Fitted complete, on the plan of Sir W. S. Harris.

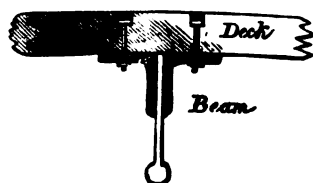
Scantling of the Frame, &c.

Keel	-	-	Sided	3	in.		
			Deep	9	„		
Keelson	-	-	Sided	$\frac{1}{2}$	„	} Three number, with two angle irons at the top, and two at the bottom.	
			Moulded	18	„		
Floors	-	-	Sided	$\frac{1}{2}$	„	} About 30 feet long amidships.	
			Moulded	24	„		

Puttocks	-	-	1st	Sided	$4\frac{1}{2}$	„	} Reduced to $3\frac{1}{2}$ by 5 in. forward and aft ; placed at 16 inches apart midships, increased to 20 inches at the ends of the ship ; double, back to back, in the engine-room, with reverse frames, $3\frac{1}{2} \times 4 \times \frac{1}{16}$ to every frame in engine-room, and every frame forward and aft.
				Moulded	6	„	
			2d	Sided	$4\frac{1}{2}$	„	
				Moulded	6	„	
			3d	Sided	$4\frac{1}{2}$	„	
			and top timbers	Moulded	6	„	



Stem	-	-	Sided	4	„		
			Moulded	10	„		
Stern post	-	-	Sided	5 to 4			
			Moulded	9	„		
Wales	-	-	Thick	$\frac{3}{4} \times 2$ ft. 2 in.	-	-	Two
Bottom plank	-	-	Thick	$1\frac{1}{16}$ and $\frac{1}{8}$			} Overlapped edges and flush butts double rivetted throughout the ship.
Topsides	-	-	Thick	$\frac{1}{2}$ in., shear strake $\frac{5}{8}$			
Beams, upper deck	-	-	Sided	$\frac{1}{2}$ inch		} With two angle irons $3\frac{1}{2} \times 3$ on the top, and half round iron at the bottom.	
			Moulded	10	„		
„ lower deck	-	-	Sided	$\frac{1}{2}$	„	} Ditto.	
			Moulded	10	„		



Upper deck flat thick	-	4	„	Dantzic fir	} Fastened with iron screws and nuts (tinned).
Lower ditto ditto	-	$3\frac{1}{2}$	„	Yellow pine	
Quarter deck and forecastle	-	-	-	„	Fastened with mixed metal.
Ditto	-	„	„	-	} 10 in. by 9 in. moulded ; mast and hatchway, oak ; remainder, fir.
„ beams	-	-	-	-	

To state if the beams and framing are properly disposed of for enabling the vessel to be armed as a war steamer, with the size guns (pounders), number of each, and where can be mounted as pivot or broadside guns?

She is fitted with ports, and ring and eye-bolts for twenty-six 32-pounder broadside guns on the upper deck, and is sufficiently strong to receive two pivots, but not fitted.

"Calcutta."

		No.				Cwt.	
I should propose	-	20	-	32-prs.	-	25	broadside.
		1	-	8 in.	-	65	} pivot.
		1	-	10 "	-	85	
		<hr/>					
		22					
		<hr/>					

To state how the vessel is fastened, if with treenails or bolt nails, and butt bolts, if iron, copper, or mixed metal; and to report generally on the fastenings of the vessel?

The plates are overlapped edges and flush butts, double rivetted throughout, with longitudinal stringers of plate iron, 26 in. by ½ in. thick, with angle iron, 5 × 3 ½ at each tier of beams, connected at the ends of the vessel by breast hooks and crutches, about 16 feet long; and has seven watertight bulkheads, with sliding valves to communicate one compartment with the other.

Also, a detailed report of the general state and equipment of the vessel for the services required.

She is fitted with a small capstan on the fore-castle, and also one on the quarter-deck, and a windlass for the chain cables; she has six good pumps, with three of Downton's; three can be attached to the engines and donkey, and used as fire-engines if required. She is built in a very substantial manner, and has a good supply of stores and furniture, and is well adapted for the service for which she is built.

(signed) T. Waterman.

Woolwich Dockyard, 28 September 1852.

FORM to be filled up on the completion of each Steam Vessel for service, whether first fitted, repaired, or newly equiped, by the Engineer Department at the Port where the Works have been performed; the particulars, as to the Dimensions, &c. of the respective parts, to be ascertained by accurate Measurement.

(To be forwarded direct to the Surveyor of the Navy.)

The General Screw Steam Shipping Company's Vessel "Calcutta."

				Ft. in.	
Draught of water when launched, or before receiving the machinery	-	-	-	Forward	- - -
				Aft	- - -
Ditto with engines, boilers, masts and rigging	-	-	-	Forward	- - -
				Aft	- - -
Ditto load complete, with stores for sea	-	-	-	Forward	- - - 15 3 ½
				Aft	- - - 15 8 ½
Engines, manufacturer?	-	-	-	Maudslay, Sons, & Field.	
„ when new?	-	-	-	September 1852.	
„ if old, from what vessel?	-	-	-		
„ Date of last thorough repair at a factory	-	-	-		
„ horse power (according to Admiralty rule)	-	-	-	300, at the actual speed of 66 per minute.	
„ description (whether direct, beam, oscillating, vertical, horizontal, &c.)	-	-	-	Direct diagonal.	
„ number of cylinders	-	-	-	Two.	
„ diameter of cylinder	-	-	-	55 inches.	
„ length of stroke	-	-	-	2 feet 6 inches.	

24 REPORTS OF SURVEYORS AND ENGINEERS ON SHIPS

"Calcutta."

Kind of piston	-	-	-	-	-	Metallic.
Weight of engines	-	-	-	-	-	84 tons.
„ boilers	-	-	-	-	-	88 „
„ water in ditto	-	-	-	-	-	62 „
„ paddle-wheels, or	-	-	-	-	-	
„ screw propeller	-	-	-	-	-	9 tons 17 cwt.
„ spare gear	-	-	-	-	-	Not known.
Total weight with all fittings	-	-	-	-	-	243 tons 17 cwt. (exclusive of spare gear.)
Number of revolutions per minute	-	-	-	-	-	<div> <div>When tried light—draft of water</div> <div> <div>Fore,</div> <div>Aft,</div> </div> </div> <div> <div>When tried deep—draft of water</div> <div> <div>Fore, 15 ft. 3 ½ in.</div> <div>Aft, 15 8 ½</div> </div> </div>
Mean pressure on the piston by indicator	-	-	-	-	-	<div>When tried light, lbs.</div> <div>When tried deep, 16·642 lbs. on the square in.</div>

BOILERS.

Description of boilers	-	-	-	-	-	Tubular ; tubes over the furnaces.
Iron or copper	-	-	-	-	-	Iron.
By whom made	-	-	-	-	-	Maudslay, Sons, & Field.
When new	-	-	-	-	-	September 1852.
Date of last thorough repair, and where performed	-	-	-	-	-	
Number of separate parts	-	-	-	-	-	Four
Height of top of boiler above or below load water line	-	-	-	-	-	3 feet above.
Tubes, number (total)	-	-	-	-	-	720.
„ length	-	-	-	-	-	7 feet.
„ diameter	-	-	-	-	-	3 inches.
„ thickness	-	-	-	-	-	½ in., full.
„ iron or brass	-	-	-	-	-	Iron.
„ whether with ferrules or not	-	-	-	-	-	Not.
Tube plates, thickness	-	-	-	-	-	⅞ in.
„ distance between tubes	-	-	-	-	-	1 ¾ in.
„ iron or brass	-	-	-	-	-	Iron.
Number of furnaces	-	-	-	-	-	Twelve.
Length of ditto	-	-	-	-	-	8 feet.
Breadth of ditto	-	-	-	-	-	2 feet 6 inches.
Pressure on safety-valve	-	-	-	-	-	12 lbs.
Number of stoke-holes	-	-	-	-	-	Two.
Means of ventilation	-	-	-	-	-	Hatches.
Number of funnels	-	-	-	-	-	One.
Diameter of ditto	-	-	-	-	-	5 feet.
Length of ditto	-	-	-	-	-	52 feet.
If made to strike, in what manner	-	-	-	-	-	By a hinge.
Number of masts	-	-	-	-	-	Three.
Position of mainmast with relation to funnels	-	-	-	-	-	31 feet 6 inches.
Cubic contents of boxes	-	-	-	-	-	28,800 feet.
Quantity of coals that can be stowed in boxes, and of what description	-	-	-	-	-	600 tons.

Quantity

Quantity of coals that can be stowed in other parts - - - - -	} 200 tons.
Cubic contents of ditto - - - - -	9,600 feet.
What number of pipes are fitted in boxes to ascertain the temperature - - - - -	} None.

PADDLE WHEELS.

Description of paddle-wheels - - -	
Diameter to the inner edge of outer rim -	
How much reefed - - - - -	
Total number of paddles in each wheel -	
Number of paddles on the arm - - -	
Breadth of each - - - - -	
Dip or immersion of paddle * - - -	{ When tried light, ft. in. When tried deep, ft. in.
Description of disconnecting apparatus -	
„ brakes, or holding ditto -	
Extreme breadth over paddle-boxes at the spring beams - - - - -	
Whether fitted with paddle-box boats - -	

SCREW PROPELLER.

Description of screw propeller - - -	{ Brass, feathering, on the plan of the contractors.
Diameter of - ditto - - - - -	15 feet.
Length (on the line of keel) - - - - -	1 foot 11 inches.
Pitch - - - - -	17 feet.
Multiple - - - - -	Driven direct.
Means for disconnecting the propeller -	{ By removing one piece of the line of shafting, and withdrawing the propeller shaft.
„ for hoisting - - - ditto - - -	Frame and hoisting screw.
Description of distilling apparatus - -	
„ of means for turning round the engines when cold - - -	{ Worm and wheel.
„ of any other contrivance under trial	
What is the rate of speed, both when at light draught and when deep, ascertained by measured distance, and where tried † - -	{ When tried light, nautical miles. When tried deep, 10.542 nautical miles; an hour, at Lower Hope.

GENERAL REMARKS on the Extent of Repairs or Alterations of the Machinery and Vessel during her Equipment at the Port.

THE engines, boilers, and propeller are new. Bilge injections are fitted. The spare gear had not been delivered when the engines were tried.

(signed) *R. Taplin*,
Assistant Inspector of Steam Machinery.

* The immersion of the paddles is to be ascertained by careful measurement, at the same time, of both paddle-wheels in smooth water.

† Indicator cards, originals, are to be attached to this return; taken on the occasions of the trials "light" and "deep," from each engine, top and bottom.

Cards are likewise to be sent, showing the performance of the engines on each of the grades of expansion.

A list of the spare gear actually put on board is also to be appended, certified to have been tried in place.

"Calcutta."

Woolwich Yard, 1 October 1852.

REPORT of TRIAL of the General Screw Steam Shipping Company's Vessel, "CALCUTTA."

(To be forwarded direct to the Surveyor of the Navy.)

When tried	-	-	-	-	-	-	28 September 1852.
Where tried	-	-	-	-	-	-	Lower Hope.
Draught of water	-	{	Forwards	-	-	-	15 feet 3 $\frac{1}{2}$ inches.
		{	Aft	-	-	-	15 feet 8 $\frac{1}{2}$ inches.
Number of revolutions of the engines	-	-	-	-	-	-	66 per minute.
Pressure on safety-valve	-	-	-	-	-	-	12lbs. per square inch.
Vacuum in condensers	-	-	-	-	-	-	26 inches.
Power, as shown by indicator	-	-	-	-	-	-	790·8 horses.
Speed of the vessel	-	-	-	-	-	-	10·542 knots per hour.

N.B.—Indicator cards are to be attached to this Report; taken during the trial from each engine, top and bottom.

Indicator cards are sent herewith.

REMARKS as to the performance of the Engines, Boilers, &c.

THESE engines worked satisfactorily, and the boilers gave an ample supply of steam during a trial of four hours. The machinery appears to be in accordance with the contract, and fit for service at sea.

(signed) *R. Taplin,*
Assistant Inspector of Steam Machinery.

"Mauritius."

"MAURITIUS."

Admiralty, Somerset House.
23 November 1852.

Sir,

IN obedience to your order of the 11th instant, directing me to survey the "Mauritius" iron screw steam ship, built at Blackwall for the General Screw Steam Shipping Company, I beg herewith to forward my report of the survey taken in the River Thames on the 19th and 22d instant, and to state that this ship is built in a substantial manner; that her fittings and furniture are very complete; that she is fully equipped in every respect for the conveyance of the mails between this country, the Cape and Calcutta, and is in accordance with the terms of the contract with this Company.

I have, &c.

Captain Sir Baldwin W. Walker, K. C. B.
&c. &c. &c.
Surveyor of the Navy.

(signed) *T. Waterman.*

REPORT of SURVEY on the "MAURITIUS" Steam Vessel, by Mr. T. Waterman.

When taken?—19th and 22d November 1852.

Where taken?—River Thames.

"Mauritius."

	New Rule.			
	Feet.		Feet.	Inches.
Length from foreside of stem to aftside of post, at the height of the upper deck - - - - -	244 $\frac{5}{10}$	-	247	0
Length, keel for tonnage - - - - -	-	-	-	-
Breadth, extreme (including wales) - - - - -	38 $\frac{1}{10}$	-	-	-
„ for tonnage - - - - -	-	-	39	2
„ moulded - - - - -	-	-	-	-
Depth in hold (deck to floor) - - - - -	25 $\frac{4}{10}$	-	25	3
Tonnage, old rule (builders')?—1,800				
„ new rule?—1,359 $\frac{27}{100}$; E. R., 528 $\frac{18}{100}$ = 1,887 $\frac{36}{100}$				
„ displacement (if it can be procured)?—2,700.				

Built, when launched?—August 1852.

„ where?—Blackwall.

„ by whose draught?—Mr. C. J. Mare.

„ for what service?—General Screw Steam Shipping Company.

			Feet.		Inches.	
Draught of water when launched - - -	{	Forward	-	-	8	1
		Aft	-	-	11	4
„ „ with engines, boilers, masts, and rigging - - -	{	Forward	-	-	9	10
		Aft	-	-	13	1
„ „ load complete, with stores, for sea - - -	{	Forward	-	-	19	6
		Aft	-	-	18	10

Whose engines fitted with, and of what power?—Bolton & Watt (direct); 300 horse power.

Description of boilers?—Tubular, in four pieces.

Diameter of cylinder?—55 inches.

Length of stroke?—Three feet.

Diameter of screw, and of what description?—Two blades folding: diameter, 15 feet 6 inches; pitch, 19 feet; length, 6 feet 3 inches.

Number of revolutions per minute { When light?
When deep?—50.

Paddle boards—Length, feet inches; breadth, feet inches; area, feet inches.

Dip or immersion of paddle { When light?
When deep?

What is the rate of speed under various circumstances; also the result of trials which are to be stated?—On her passage down the River, tide, 1 hour ebb, running about two knots; speed - - - - 11,077

2

Supposed speed - - - 9,077

What quantity of coals the engines require per hour?—21 cwt.

What quantity of coals she will stow in her boxes?—650 tons.

Ditto - - ditto - - in other parts?—

Quantity of coals on board at load draught of water?—650 tons at trial.

Total complement of officers, 11; men, 75; engineers, 4; stokers, 18; total, 108.

Cables, number and size?—Five - { 2 - 1 $\frac{7}{8}$ - 105 fathoms.
2 - 1 $\frac{5}{8}$ - 105 „
1 - 1 - 105 „

		Cwt.	qrs.	lbs.	
Anchors, number and weight?—Seven	{	2	-	50	0 0
		2	-	39	0 0
		1	-	14	0 0
		1	-	10	0 10
		1	-	8	0 8
					Rogers.

"Mauritius."

		Ft.	In.	Ft.	In.	Ft.	In.
Boats, number and description?—Seven	2 Life boats	-	30	3 × 7	7 × 2	9	$\frac{1}{2}$
	1 Cutter	-	26	0 × 7	7 × 2	9	
	1 "	-	26	0 × 7	2 × 2	6	
	1 "	-	24	0 × 6	0 × 2	5	
	1 Jolly boat	-	20	0 × 6	0 × 2	4	
	1 Gig	-	24	0 × 5	1 × 2	1	

Number of persons they will carry?—280.

Guns, number and description?—Two 18-pounders.

Masts and yards (dimensions to be returned on Form No. 301.)

How does she stow her crew, stores, and provisions?—Very well.

What space of hold for cargo in tons, at about 50 cubic feet per ton?— } About 500 tons,
 What space for troops, the probable number below, at 12 superficial } or
 feet per man? - - - - - } about 250 troops.

Has she a secure place abaft, for a magazine and shell-room?—A small magazine aft, which can be flooded by a valve in the saloon.

Mail-room, if any, and how fitted?—Two, fitted complete, and lined with zinc.

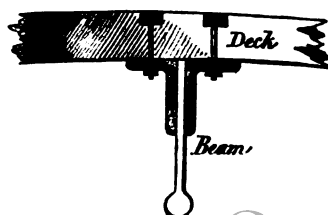
Is her bottom sheathed with copper?— } Built of iron.
 When last sheathed?— - - - }

,, docked?—November 1852.

Lightning conductors?—Fitted complete, on the plan of Sir William Snow Harris.

Scantling of the Frame, &c.

Keel	-	-	{ Sided 3 in. Deep 9 "	
Keelson	-	-	{ Sided $\frac{5}{8}$ " Moulded 18 "	} Three, with two angle irons at the top and two at the bottom.
Floors	-	-	{ Sided $\frac{5}{8}$ " Moulded 2 ft.	
Futtocks	-	1st	{ Sided $4\frac{1}{2}$ in. Moulded 6 "	} About 30 feet long in midships.
		2d	{ Sided $4\frac{1}{2}$ " Moulded 6 "	
		3d	{ Sided $4\frac{1}{2}$ " Moulded 6 "	
and top timbers	-	-	{ Sided $4\frac{1}{2}$ " Moulded 6 "	
Stem	-	-	{ Sided 4 " Moulded 10 "	
Stern post	-	-	{ Sided 5 to 4 in. Moulded 9 in.	
Wales	-	-	Thick $\frac{3}{4}$ × 2 ft. 2 in., two number	} Overlapped edges and flush butts; double rivetted throughout the ship.
Bottom plank	-	-	Thick $\frac{1}{16}$ $\frac{5}{8}$ and garboard, 1 in.	
Topsides	-	-	Thick $\frac{1}{2}$, shear strake $\frac{5}{8}$	
Beams, upper deck	-	-	{ Sided $\frac{1}{2}$ in. Moulded 10 in.	} With angle iron 3 × $3\frac{1}{2}$ in. on the top, and half round iron at the bottom.
„ lower deck	-	-	{ Sided $\frac{1}{2}$ in. Moulded 10 in.	



CARRYING THE MAILS TO CALCUTTA AND AUSTRALIA. 29

Upper deck flat thick	-	4	in.	{ Dantzic fir, fastened with iron screws and nuts (tinned).	
Lower ditto - ditto -	-	3 ½	"	{ Yellow pine, fastened with iron screws and nuts (tinned).	
Quarter deck beams -	-	10	in. by 9	Mast and hatchway, oak ; remainder, fir.	
Ditto - ditto flat	-	3 ½	in.	Yellow pine, fastened with mixed metal.	

"Mauritius."

To state if the beams and framing are properly disposed of for enabling the vessel to be armed as a war steamer, with the size guns (pounders), number of each, and where can be mounted as pivot or broadside guns?

She is fitted with ports, and ring and eye-bolts for twenty-six 32-pounder broadside guns on the upper deck, and is sufficiently strong to receive two pivots, but not fitted.

	No.	Cwt.	
I should propose	- 20	- 32-prs.	- 25 Broadside.
	1	8 in.	- 65 } Pivot.
	1	10 "	- 85 }
	22		

To state how the vessel is fastened, if with treenails or bolt nails, and butt bolts, if iron, copper, or mixed metal; and to report generally on the fastenings of the vessel?

The plates are overlapped edges and flush butts, double rivetted throughout, with longitudinal stringers of plate iron, 26 in. by ½ in. thick, with angle iron 5 x 3 ½ at each tier of beams, connected at the ends of the vessel by hooks and crutches, about 16 feet long; and she has seven water-tight bulkheads, with sliding-valves to communicate one compartment with the other.

Also, a detailed report of the general state and equipment of the vessel for the services required.

She is fitted with a small capstan on the fore-castle, and also one on the quarter-deck, and a windlass for the chain cables; she has six good pumps, with three of Downton's; four can be attached to the engines and donkey, and used as fire-pumps. She is built in a very substantial manner, and has a good supply of stores and furniture, and is well adapted for the service for which she is built.

(signed) T. Waterman.

"AUSTRALIAN."

"Australian."

Sir,

Admiralty, Somerset House,
31 May 1852.

In obedience with your orders of the 27th instant, directing me to survey the "Australian" iron screw steam ship, built for the Australian Royal Mail Steam Navigation Company, I beg herewith to forward my report of this ship's survey, taken on the 28th and 29th instant, in the River Thames, and to state that I found this vessel built in a substantial manner, and fitted and equipped with stores and furniture complete, and in every respect fitting to convey the mails between this country and Australia, in accordance with the terms of the contract with this Company, excepting tonnage, armament, and lightning conductors.

I have, &c.

Captain Sir Baldwin Walker, K. C. B.
&c. &c. &c.
Surveyor of the Navy.

(signed) T. Waterman.

REPORT of SURVEY on the "AUSTRALIAN" Steam Vessel, by Mr. T. Waterman.

When taken?—28th and 29th May 1852.

Where taken?—River Thames.

"Australian."

	New Rule.	
	Feet.	Inches.
Length from foreside of stem to aftside of post, at the height of the upper deck - - - - - }	226	0 $\frac{5}{10}$
Length keel for tonnage - - - - -		
Breadth, extreme (including wales) - - - - -		
" for tonnage - - - - -	33	0 $\frac{3}{10}$
" moulded - - - - -		
Depth in hold (deck to floor) - - - - -	24	0
Tonnage, old rule (builders') ?—About 1,250.		
" new rule ?— $734 \frac{68}{100}$; E. R., $657 \frac{19}{100}$ = $1,391 \frac{73}{100}$		
" displacement (if it can be procured) ?		

Built, when launched ?—February 1852.

" where ?—Dumbarton.

" by whose draught ?—Wm. Denny.

" for what service ?—Australian Royal Mail Steam Navigation Company.

		Feet. Inches.	
Draught of water when launched - - -	{ Forward - - -	7	6
	{ Aft - - -	7	6
" " with engines, boilers, masts and rigging - - -	{ Forward - - -	10	0
	{ Aft - - -	10	6
" " load complete, with stores for sea - - -	{ Forward - - -	15	6
	{ Aft - - -	15	6

Whose engines fitted with, and of what power ?—Tullock & Denny ; 300.

Description of boilers ?—Tubular, in two pieces.

Diameter of cylinder ?—64 inches.

Length of stroke ?—Four feet six inches.

Diameter of screw, and of what description ?—Two-bladed ; length, 3 feet ; pitch, 18 feet to 19 feet 6 inches ; diameter, 14 feet.

Number of revolutions per minute, { When light ?
When deep ?— $27 \frac{1}{2}$ at trial.

Paddle boards—Length, feet inches ; breadth, feet inches ; area, feet inches.

Dip or immersion of paddle, { When light ?
When deep ?

What is the rate of speed under various circumstances ; also, the result of trials which are to be stated ?—At four trials in the Lower Hope, with and against tide, 9.91 knots.

What quantity of coals the engines require per hour ?—20 cwt.

What quantity of coals she will stow in her boxes ?—450 tons.

Ditto - - - ditto - - - in other parts ?—None.

Quantity of coals on board at load draught of water ?—450 tons at trial.

Total complement of officers, 11 ; men, 50 ; engineers, 4 ; stokers, 18 ; total, 83.

Cables, number and size ?—Three - { 1 - 1 $\frac{7}{8}$ - 200 fathoms.
1 - 1 $\frac{3}{4}$ - 100 "
1 - 1 $\frac{1}{2}$ - 75 "

Cwts. qrs. lbs.
 Anchors, number and weight ?—Six - { 1 - 28 3 3 best bower
1 - 28 0 20 2d best bower
1 - 28 0 6 best sheet
1 - 12 2 0 " stream
1 - 8 0 0 " kedge
1 - 6 0 0 kedge - } by Rogers or Porter.

		Ft.	In.	Ft.	In.	Ft.	In.	"Australian."
Boats, number and description? -	1 Life boat	-	26	6 × 7	3 × 2	9		<hr/>
	1 Ditto	-	26	3 × 7	3 × 2	9		
	1 Cutter	-	26	4 × 7	6 × 2	9		
	1 Ditto	-	26	4 × 7	4 × 2	9		
	1 Mail boat	-	24	6 × 6	3 × 2	3		
	1 Jolly boat	-	24	8 × 6	2 × 2	3		

Number of persons they will carry?—180.

Guns, number and description?—Two 4-pounders, signals.

Masts and yards (dimensions to be returned on Form No. 301.)

How does she stow her crew, stores, and provisions?—Very well, under hatches.

What space of hold for cargo, in tons, at about 50 cubic feet per ton? } 601 tons,

What space for troops, the probable number below, at 12 superficial } or about
feet per man? - - - - - } 200 number.

Has she a secure place abaft for a magazine and shell-room?—A small portable magazine, but no shell-room.

Mail-room, if any, and how fitted?—Fitted complete.

Is her bottom sheathed with copper?— } Built of iron.
When last sheathed?—

„ docked?—February 1852.

Lightning conductors?—Not fitted with lightning conductors, but has wire rope provided, but not fitted.

Scantling of the Frame, &c.

Keel	-	-	{	Sided	4	in.		
			{	Deep	9	"		
Keelson	-	-	{	Sided	8	"	}	Three in number, made of plates, 8 by 9 inches, with angle iron at top and bottom.
			{	Moulded	9	"		
Floors	-	-	{	Sided	8	"		
			{	Moulded	2 feet at the keel ; 24 feet long.			
Futtocks	-	-	1st	{	Sided	3 1/2	in.	}
				{	Moulded	5	"	
			2d	{	Sided	3 1/2	"	
				{	Moulded	5	"	
			3d	{	Sided	3 1/2	"	
				{	Moulded	5	"	
			and top timbers					
Stem	-	-	{	Sided	4	"		
			{	Moulded	9	"		
Stern post	-	-	{	Sided	4	"		
			{	Moulded	10	"		
Wales	-	-	-	Thick	3/4	"		
Bottom plank	-	-	-	Thick	8	"		
Topsides	-	-	-	Thick	1/2	"	full.	
Beams, * upper deck	(Fig. 1.)	{	Sided	3 1/2	"	}	Single angle iron, excepting the mast and hatchway, which are double.	
		{	Moulded	5	"			
„ † main deck (Fig. 2.)					4 1/2	by 12 in.		
„ ‡ lower deck	(Fig. 3.)	{	Sided	4 1/2	in.			
		{	Moulded	12	"			

Upper

* (Fig. 1.).



Upper Deck Beams.

† (Fig. 2.)



Main Deck.

‡ (Fig. 3.)



Lower Deck.

"Australian."	Upper deck flat thick	-	-	3	in.	} Yellow pine, fastened with iron screws.
	Main ditto ditto	-	-	3 ½	"	
	Lower ditto ditto	-	-	3	"	

To state if the beams and framing are properly disposed of for enabling the vessel to be armed as a war steamer, with the size guns (pounders), number of each, and where can be mounted as pivot or broadside guns.

Not fitted for guns. The beams and framing of the upper* deck (*see* Fig. 1, p. 31) and topsides not intended to be made sufficiently strong for guns, consequently would require considerable addition to be armed for war.

To state how the vessel is fastened, if with treenails or bolt nails, and butt bolts, if iron, copper, or mixed metal; and to report generally on the fastenings of the vessel?

This vessel is built of iron plates, double rivetted throughout, with overlapped edges and flush butts, and has six water-tight bulkheads, with a plate stringer on the beams at each deck, four feet broad by half an inch thick, connected to the ends of the vessel by hooks or plates of half-inch iron.

Also, a detailed report of the general state and equipment of the vessel for the services required?

She is fitted with a windlass and small capstan, and is flush-decked, with a house about seven feet six inches high in the middle part, for officers' cabins, cook-houses, &c.; she has six good pumps, two of which can be used as fire-engines, and connected with the engines; she is substantially built, and is well found in stores and furniture, and well adapted for the service engaged in.

(signed) *T. Waterman.*

Sir,

Admiralty, 31 May 1852.

IN compliance with your orders to survey the machinery of the "Australian," as to its fitness to be employed in carrying Her Majesty's mails between this country and Australia, under the contract of the Australian Royal Mail Steam Navigation Company, I beg to report that during the trial the working and general performance of the engines, boilers, &c. were very satisfactory.

The engines are of the nominal power of 300 horses, and fitted throughout in a strong and substantial manner. The average speed of the vessel during four runs at the measured distance in the river was 9.91 knots per hour, the draught of water being 15 ft. 6 in., or nearly the deep-load draught. I beg further to state that the whole is, in my opinion, in accordance with the terms of the contract, and in every respect good and fit for the above service.

The Surveyor of the Navy.

I have, &c.
(signed) *Robert Hughes.*

Somerset House, 31 May 1852.

FORM to be filled up on the completion of each Steam Vessel for service, whether first fitted, repaired, or newly equipped, by the Engineer Department at the Port where the Works have been performed; the particulars, as to the Dimensions, &c. of the respective parts, to be ascertained by accurate Measurement.

(To be forwarded direct to the Surveyor of the Navy.)

The Australian Royal Mail Steam Navigation Company's Vessel "Australian."

					<i>Ft.</i>	<i>In.</i>
Draught of water when launched, or before receiving the machinery	- - - -	Forward	- - - -	-	7	6
		Aft	- - - -	-	7	6
Ditto with engines, boilers, masts and rigging	- - - -	Forward	- - - -	-	10	0
		Aft	- - - -	-	10	6
Ditto load complete, with stores for sea	- - - -	Forward	- - - -	-	16	0
		Aft	- - - -	-	16	0

Engines,

CARRYING THE MAILS TO CALCUTTA AND AUSTRALIA. 33

Engines, manufacturer	- - - -	Messrs. Tullock & Denny, Dumbarton.	"Australian."
„ when new	- - - -	May 1852.	
„ if old, from what vessel	- - - -		
„ date of last thorough repair at a factory	- - - -		
„ horse power (according to Admiralty rule)	- - - -	300 horse power.	
„ description, (whether direct, beam, oscillating, vertical, horizontal, &c.)	- - - -	Beam engines. Beams overhead.	
„ number of cylinders	- - - -	Two.	
„ diameter of cylinder	- - - -	66 inches.	
„ length of stroke	- - - -	4 feet 6 inches.	
Kind of piston	- - - -	Metallic packing.	
Weight of engines	- - - -	150 tons.	
„ boilers	- - - -	52 ½ „	
„ water in ditto	- - - -	37 ½ „	
„ paddle-wheels, or	- - - -		
„ screw propeller	- - - -		
„ spare gear	- - - -		
Total weight with all fittings	- - - -	About 240 tons.	
Number of revolutions per minute	{When tried light—Draft of water {Fore 15 ft. 6 in. } 28, on trial {When tried deep—Draft of water {Fore Aft }		
Mean pressure on the piston by indicator	{When tried light, 14.53 lbs. } On trial. {When tried deep,		

BOILERS.

Description of boilers	- - - -	Tubular.
Iron or copper	- - - -	Iron.
By whom made	- - - -	Messrs. Tullock & Denny.
When new	- - - -	1852.
Date of last thorough repair, and where performed	- - - -	
Number of separate parts	- - - -	Two.
Height of top of boiler above load water line	- - - -	7 feet 10 inches.
Tubes, number (total)	- - - -	848.
„ length	- - - -	6 feet 6 inches.
„ diameter	- - - -	3 ½ inches.
„ thickness	- - - -	½ inch.
„ iron or brass	- - - -	Brass.
„ whether with ferrules or not	- - - -	With ferrules.
Tube plates, thickness	- - - -	¾ inch.
„ distance between tubes	- - - -	1 ½ inch generally.
„ iron or brass	- - - -	Iron.
Number of furnaces	- - - -	12.
Length of ditto	- - - -	6 feet 8 inches.
Breadth of ditto	- - - -	Four, 2 ft. 9 ½ in.; eight, 2 ft. 2 ½ in.
Pressure on safety-valve	- - - -	14 lbs.
Number of stoke-holes	- - - -	Two.

"Australian."	Means of ventilation - - - - -	Hatches and windsails.
	Number of funnels - - - - -	One.
	Diameter of ditto - - - - -	6 feet 1 $\frac{1}{2}$ inch.
	Length of ditto - - - - -	40 feet 6 inches.
	If made to strike, in what manner - - -	Fixed.
	Number of masts - - - - -	Three.
	Position of mainmast with relation to funnels	22 feet 4 inches abaft.
	Cubic contents of boxes - - - - -	
	Quantity of coals that can be stowed in boxes, } and of what description - - - - - }	450 tons.
	Ditto that can be stowed in other parts -	None.
	Cubic contents of ditto - - - - -	
	What number of pipes are fitted in boxes to } ascertain the temperature - - - - - }	None fitted.

PADDLE WHEELS.

Description of paddle-wheels - - -			
Diameter to the inner edge of outer rim -			
How much reefed - - - - -			
Total number of paddles in each wheel -			
Number of paddles on the arm - - -			
Breadth of each - - - - -			
Dip or immersion of paddle * - - -	{ When tried light,	ft.	in.
	{ When tried deep,	ft.	in.
Description of disconnecting apparatus -			
„ brakes, or holding ditto -			
Extreme breadth over paddle-boxes at the spring beams - - - - -			
Whether fitted with paddle-box boats -			

SCREW PROPELLER.

Description of screw propeller	-	-	-	Two-bladed.	
Diameter of	-	ditto	-	-	14 feet.
Length (on the line of keel)	-	-	-	3 feet 4 inches.	
Pitch	-	-	-	-	18 feet, increasing to 19 feet 6 inches.
Multiple	-	-	-	-	2 ¼ to 1.
Means for disconnecting the propeller	-	-	Friction coupling.		
„ for hoisting the propeller	-	-	Not made to hoist.		
Description of distilling apparatus	-	-	None fitted.		
„ of means for turning round the engines when cold	-	-	-	} Wrought-iron levers, capstan and blocks.	
„ of any other contrivance under trial	-	-	-		
What is the rate of speed, both when at light draught and when deep, ascertained by measured distance, and where tried ? †	-	-	-	When tried light, 9.91 nautical miles	} On trial.
	-	-	-	When tried deep,	

Tried at the Lower Hope, in the Thames, 29th May 1852.

* The immersion of the paddles is to be ascertained by careful measurement, at the same time, of both paddle wheels in smooth water.

† Indicator cards, originals, are to be attached to this return; taken on the occasions of the trials "light" and "deep," from each engine, top and bottom.

Cards are likewise to be sent, showing the performance of the engines on each of the grades of expansion.

A List of the spare gear actually put on board is also to be appended, certified to have been tried in place.

"Australian."

GENERAL REMARKS on the Extent of Repairs or Alterations of the Machinery and Vessel during her Equipment at the Port.

Injection pipes are fitted from the bilge to the condensers.

The engines are constructed with vertical cylinders and wrought-iron beams overhead. The wheels are made in four parts and stepped.

Diameter of driving wheels, 10 feet, geared with wood.

Diameter of pinion, 4 feet. Pitch, 4 inches. Breadth of teeth in each wheel, 8 inches.

Thickness of wooden cogs - - - - 2 $\frac{1}{8}$ in. } Length of teeth, 3 $\frac{1}{4}$ in.
 „ of teeth of pinion - - - - 1 $\frac{3}{4}$ „ }

One safety-valve is fitted to each boiler, and is constructed that the pressure cannot be increased when the steam is up.

(signed) Robt. Hughes.

"SYDNEY."

"Sydney."

Admiralty, Somerset House,
31 July 1852.

Sir,

IN obedience to your order of the 1st instant, directing me to survey the "Sydney" iron screw steam ship, built for the Australian Royal Mail Steam Navigation Company, I beg herewith to forward my report of this ship's survey, taken on the 2d, 6th, and 30th instant, in the River Thames, and to state that this vessel is built in a substantial manner, and her fittings and stores are complete, and that she is fully equipped for the conveyance of the mails between this country and Australia, in accordance with the terms of the contract, excepting tonnage, strength of upper deck, and lightning-conductors.

I have, &c.

(signed) T. Waterman.

Captain Sir Baldwin Walker, K.C.B.,
&c. &c. &c.

Surveyor of the Navy, &c.

REPORT of SURVEY on the "SYDNEY" Steam Vessel, by Mr. T. Waterman.

When taken?—2d and 6th July 1852.

Where taken?—River Thames.

	Feet.	In.
Length from foreside of stem to aftside of post, at the height of } the upper deck - - - - - }	226	0 $\frac{6}{10}$
Length keel for tonnage - - - - -		
Breadth, extreme (including wales) - - - - -		
„ for tonnage - - - - -	33	0 $\frac{6}{10}$
„ moulded - - - - -		
Depth in hold (deck to floor) - - - - -	24	0 $\frac{1}{10}$

Tonnage, old rule (builders)?—About 1,250

„ new rule?— $734 \frac{9}{100}$; engine-room, $657 \frac{10}{100} = 1,391 \frac{7}{100}$

„ displacement (if it can be procured)?

Built, when launched?—May 1852.

„ where?—Dumbarton.

„ by whose draught?—William Denny.

„ for what service?—Australian Royal Mail Steam Navigation Company.

	Feet.	In.
Draught of water when launched - - - - { Forward - - - - 7 6 Aft - - - - 7 6		
„ „ with engines, boilers, masts { Forward - - - - 10 0 and rigging - - - - Aft - - - - 10 6		
„ „ load complete, with stores { Forward - - - - 13 0 } On for sea - - - - Aft - - - - 14 6 } trial.		

"Sydney."

Whose engines fitted with, and of what power?—Tullock & Denny; 300 horse.

Description of boilers?—Tubular, in two pieces.

Diameter of cylinder?—66 inches.

Length of stroke?—4 feet 6 inches.

Diameter of screw, and of what description?

Number of revolutions per minute { When light?—Two blades; length, 3 ft. 4 in.; pitch,
18 ft. to 19 ft. 6 in.; diameter, 14 ft.
When deep?—29 $\frac{1}{2}$.

Paddle boards—Length, feet inches; breadth, feet inches; area, feet
inches.

Dip or immersion of paddle { When light?
When deep?

What is the rate of speed under various circumstances; also the result of trials which are to be stated?—At four trials in Lower Hope, with and against tide, weather fine, 10.574 knots.

What quantity of coals the engines require per hour?—22 cwt.

What quantity of coals she will stow in her boxes?—450 tons }
Ditto - - - ditto - - - in other parts?—250 „ } 700 tons.

Quantity of coals on board at load draught of water?—600 tons on trial.

Total complement of officers, 11; men, 50; engineers, 4; stokers, 18; total, 83.

Cables, number and size?—Three - { 1 - 1 $\frac{7}{8}$ - 200 fathoms.
1 - 1 $\frac{1}{2}$ - 100 „
1 - 1 $\frac{1}{4}$ - 75 „

Anchors, number and weight?—Six { Cwts. qrs. lbs.
1 - 31 6 8
1 - 29 1 10
1 - 27 0 0
1 - 12 3 0
1 - 8 2 1
1 - 6 0 0

Boats, number and description? - { Ft. In. Ft. In. Ft. In.
2 Life boats - 26 6 × 7 3 × 2 9
2 { Cutters - } 28 6 × 7 6 × 3 0
 { Life boats - }
1 Mail boat - 26 4 × 6 3 × 2 3
1 Gig - 24 6 × 6 2 × 2 3
1 Whale boat - 27 0 × 5 0 × 2 3

Number of persons they will carry?—220.

Guns, number and description?—Two 4-pounders, signals.

Masts and yards (dimensions to be returned on Form No. 301).

How does she stow her crew, stores, and provisions?—Very well.

What space of hold for cargo in tons, at about 50 cubic feet per ton? } 600 tons,
What space for troops, the probable number below at 12 superficial } or
feet per man? - - - - - - - - - - - - - - - } 200 troops.

Has she a secure place abaft for a magazine and shell-room?—A small portable magazine, but no shell-room.

Mail-room, if any, and how fitted?—Fitted complete, and lined with zinc.

Is her bottom sheathed with copper?— } Built of iron.
When last sheathed?—

„ docked?—May 1852.

Lightning conductors?—Not fitted on Sir W. Snow Harris's plan, but has wire rope in lieu.

Scantling of the Frame, &c.

Keel - - - { Sided 4 in.
Deep 9 „
Keelson - - - { Sided $\frac{5}{8}$ „ } Three $\frac{5}{8}$ by 9 in., with angle irons at top
Moulded 9 „ } and bottom.

"Sydney."

Floors - - -	{ Sided $\frac{3}{8}$ in. Moulded 2 feet at middle, 24 feet long.	
Futtocks - - 1st	{ Sided $3\frac{1}{2}$ in. Moulded 5 "	} With reverse angle irons to every frame. Ribbs apart, 15 inches midships " 18 " forward and aft.
2d	{ Sided $3\frac{1}{2}$ " Moulded 5 "	
3d	{ Sided $3\frac{1}{2}$ " Moulded 5 "	
and top timbers	{ Moulded 5 "	
Stem - - -	{ Sided 4 " Moulded 9 "	
Stern post - -	{ Sided 4 " Moulded 10 "	
Wales - - -	Thick $\frac{3}{4}$ "	
Bottom plank - -	Thick $\frac{3}{8}$ "	
Topsides - - -	Thick $\frac{1}{2}$ " full.	
Beams, * upper deck (Fig. 1.)	{ Sided $3\frac{1}{2}$ " Moulded 5 "	} Angle iron single, excepting mast and hatchway, which are double.
„ † main deck (Fig. 2.)	4 $\frac{1}{2}$ by 12 in.	
„ ‡ lower deck (Fig. 3.)	{ Sided 4 $\frac{1}{2}$ in. Moulded 12 "	
Upper deck flat thick - -	3 " Yellow pine, fastened with iron screws.	
Main deck, ditto - -	3 $\frac{1}{2}$ " " " "	
Lower deck ditto - -	3 " " " "	

To state if the beams and framing are properly disposed of for enabling the vessel to be armed as a war steamer, with the size guns (pounders), number of each, and where can be mounted as pivot or broadside guns?

This vessel is not fitted for guns, the framing of the upper* deck (see Fig. 1), and topsides would require being strengthened considerably, to enable her to be made as a war steamer.

To state how the vessel is fastened, if with treenails or bolt nails, and butt bolts, if iron, copper, or mixed metal; and to report generally on the fastenings of the vessel?

Built with iron plates, double rivetted throughout; she has overlapped edges and flush butts, and has six water-tight bulkheads, with a plate stringer on the ends of the beams of each deck, 4 feet by $\frac{1}{2}$ in. thick, connected at the ends of the vessel by plate iron breast hooks $\frac{1}{2}$ in. thick.

Also a detailed report of the general state and equipment of the vessel for the services required.

Fitted with a windlass and small capstan; she is flush-deck built, with a deckhouse about 7 ft. 6 in. high in the middle of the vessel, for officers' cabins, cook-houses, &c. She has six good pumps, two of which can be used as fire-engines, and worked if required by the ship engines.

She is substantially built, and is well found in stores and furniture, and well adapted for the service she is engaged in.

(signed) T. Waterman.

* (Fig. 1.)



† (Fig. 2.)



‡ (Fig. 3.)



38 REPORTS OF SURVEYORS AND ENGINEERS ON SHIPS

"Sydney."

Sir,

Admiralty, 12 July 1852.

IN compliance with your orders to survey the machinery of the "Sydney," one of the Australian Royal Mail Steam Navigation Company's vessels, as to its fitness for being employed in carrying Her Majesty's mails between this country and Australia, I beg to report that during the trial the working and general performance of the engines, boilers, &c., were very satisfactory.

The engines are of the nominal power of 300 horses, and fitted throughout in a strong and substantial manner; the average speed of the vessel during four runs, at the measured distance in the river, was 10·574 knots per hour, the draught of water being 13 feet forward, and 14 feet 6 inches aft. I beg further to state that the whole is, in my opinion, in accordance with the terms of the contract, and in every respect good and fit for the above service.

I have, &c.

The Surveyor of the Navy.

(signed) *Robert Hughes.*

Somerset House, 12 July 1852.

FORM to be filled up on the completion of each Steam Vessel for service, whether first fitted, repaired, or newly equipped, by the Engineer Department at the Port where the Works have been performed; the particulars, as to the dimensions, &c. of the respective parts, to be ascertained by accurate Measurement.

(To be forwarded direct to the Comptroller of Steam Machinery.)

The Royal Australian Mail Steam Navigation Company's Vessel "Sydney."

						<i>Ft.</i>	<i>In.</i>
Draught of water when launched, or before receiving the machinery	{	Forward	-	-	-	7	6
		Aft	-	-	-	7	6
Ditto with engines, boilers, masts, and rigging	{	Forward	-	-	-	10	0
		Aft	-	-	-	10	6
Ditto load complete, with stores for sea	{	Forward	-	-	-	13	0
		Aft	-	-	-	14	6
Engines, manufacturer	-	-	-	-	Messrs. Tullock & Deany, of Dumbarton.		
„ when new?	-	-	-	-	July 1852.		
if old, from what vessel?	-	-	-	-			
„ date of last thorough repair at a factory	-	-	-	-			
„ horse power (according to Admiralty rule)	-	-	-	-	300 horse power.		
„ description (whether direct, beam, oscillating, vertical, horizontal, &c.)	-	-	-	-	Beam engines; beams overhead.		
„ number of cylinders	-	-	-	-	Two.		
„ diameter of cylinder	-	-	-	-	66 inches.		
„ length of stroke	-	-	-	-	4 feet 6 inches.		
Kind of piston	-	-	-	-	Metallic packing.		
Weight of engines	-	-	-	-	150 tons.		
„ boilers	-	-	-	-	52 ½ tons.		
„ water in ditto	-	-	-	-	37 ½ tons.		
„ paddle wheels, or	-	-	-	-			
„ screw propeller	-	-	-	-			
„ spare gear	-	-	-	-			
Total weight, with all fittings	-	-	-	-	about 240 tons.		
Number of revolutions per minute	{	When tried light—Draft of water				{	
		Aft					
	{	When tried deep—Draft of water				{	29 ½
		Fore 13 ft.					
		Aft 14 ft. 6 in.					
Mean pressure on the piston by indicator	{	When tried light,				{	lbs.
		When tried deep, 17·22 lbs.					

CARRYING THE MAILS TO CALCUTTA AND AUSTRALIA. 39

"Sydney."

BOILERS.

Description of boilers - - - - -	Tubular.
Iron or copper - - - - -	Iron.
By whom made - - - - -	Messrs. Tullock & Denny, of Dumbarton.
When new - - - - -	July 1852.
Date of last thorough repair, and where per- formed - - - - -	}
Number of separate parts - - - - -	Two.
Height of top of boiler above or below load water line - - - - -	} 7 feet 10 inches.
Tubes, number (total) - - - - -	848.
„ length - - - - -	6 feet 6 inches.
„ diameter - - - - -	3 $\frac{1}{2}$ inches.
„ thickness - - - - -	$\frac{1}{8}$ inch.
„ iron or brass - - - - -	Brass.
„ whether with ferrules or not - - - - -	With ferrules.
Tube plates, thickness - - - - -	$\frac{3}{4}$ inch.
„ distance between tubes - - - - -	1 $\frac{1}{2}$ inch generally.
„ iron or brass - - - - -	Iron.
Number of furnaces - - - - -	12.
Length of ditto - - - - -	6 feet 8 inches.
Breadth of ditto - - - - -	{ Four, 2 feet 9 $\frac{1}{2}$ inches; eight, 2 feet 2 $\frac{1}{2}$ inches.
Pressure on safety-valve - - - - -	14 lbs.
Number of stoke-holes - - - - -	Two.
Means of ventilation - - - - -	Hatches and windsails.
Number of funnels - - - - -	One.
Diameter of ditto - - - - -	6 feet 1 $\frac{1}{2}$ inch.
Length of ditto - - - - -	40 feet 6 inches.
If made to strike, in what manner - - - - -	Fixed.
Number of masts - - - - -	Three.
Position of mainmast with relation to funnels - - - - -	} 22 feet 4 inches abaft..
Cubic contents of boxes - - - - -	-
Quantity of coals that can be stowed in boxes, and of what description - - - - -	{ 450 tons - - - } 600 tons on board during trial.
Ditto that can be stowed in other parts - - - - -	250 tons - - -
Cubic contents of ditto - - - - -	-
What number of pipes are fitted in boxes to ascertain the temperature - - - - -	} None fitted.

PADDLE WHEELS.

Description of paddle-wheels - - - - -	-
Diameter to the inner edge of outer rim - - - - -	-
How much reefed - - - - -	-
Total number of paddles in each wheel - - - - -	-
Number of paddles on the arm - - - - -	-
Breadth of each - - - - -	-
Dip or immersion of paddle * - - - - -	{ When tried light, ft. in. When tried deep, ft. in.

* The immersion of the paddles is to be ascertained by careful measurement, at the same time, of both paddle-wheels in smooth water.

40 REPORTS OF SURVEYORS AND ENGINEERS ON SHIPS

"Sydney."
 Description of disconnecting apparatus - -
 " brakes, or holding ditto - -
 Extreme breadth over paddle-boxes at the
 spring beams - - - - -
 Whether fitted with paddle-box boats - -

SCREW PROPELLER.

Description of screw propeller - - - Two-bladed.
 Diameter of - ditto - - - 14 feet.
 Length (on the line of keel) - - - 3 feet 4 inches.
 Pitch - - - - - 18 feet, increasing to 19 feet 6 inches.
 Multiple - - - - - 2½ to 1.
 Means for disconnecting the propeller - - Friction coupling.
 " for hoisting - ditto - - - Not made to hoist.
 Description of distilling apparatus - - None fitted.
 " of means for turning round the } Wrought-iron levers, capstan and blocks.
 engines when cold - - - }
 " of any other contrivance under trial
 What is the rate of speed, both when at light } When tried light, nautical miles.
 draught and when deep, ascertained by }
 measured distance, and where tried*- - } When tried deep, 10·574 nautical miles.

Tried at the Lower Hope, in the Thames, 6th July 1852.

GENERAL REMARKS on the Extent of Repairs or Alterations of the Machinery and Vessel during her Equipment at the Port.

Injection pipes are fitted from the bilge to the condensers.
 The engines are constructed with vertical cylinders and wrought-iron beams overhead. The wheels are made in four parts and stepped; for the dimensions, see "Australian" Form page 32). The safety-valve is fitted to each boiler, and so constructed that the pressure cannot be increased when the steam is up. Consumption of coal per hour about 22 cwt.

(signed) *R. Hughes.*

"MELBOURNE," late "GREENOCK."

**"Melbourne," late
 "Greenock."**

Admiralty, Somerset House,
 30 September 1852.

Sir,

IN obedience to your order of the 16th instant, directing me to survey the "Greenock" (now "Melbourne") iron screw steam ship, as to her fitness for the conveyance of the mails between this country and Australia, I beg herewith to forward my report of the survey, taken in the River Thames on the 18th and 28th instant, and to state that she is a very substantial and well-built vessel and in good condition.

Her fittings, furniture, and stores are complete, and she is fully equipped for the conveyance of the mails, in accordance with the terms of the contract with this company, excepting the horse-power being 250 instead of 300, as reported by the surveying officer of engineers.

Captain Sir Baldwin Walker, K.C.B.,
 &c. &c. &c.
 Surveyor of the Navy.

I have, &c.
 (signed) *T. Waterman.*

* Indicator cards, originals, are to be attached to this return; taken on the occasions of the trials "light" and "deep," from each engine, top and bottom.
 Cards are likewise to be sent, showing the performance of the engines on each of the grades of expansion.
 A list of the spare gear actually put on board is also to be appended, certified to have been tried in place.

"Melbourne," late
"Greenock."

		Ft.	In.	Ft.	In.	Ft.	In.
Boats, number and description?—Eight	1 Long boat	-	30	0	×	9	0
	1 Mail „	-	27	0	×	8	0
	2 Life „	-	26	0	×	7	4
	2 Cutters	-	28	0	×	7	6
	1 Gig	-	24	0	×	5	0
	1 Jolly boat	-	18	0	×	5	6

Number of persons they will carry?—About 300.

Guns, number and description? {Four 9-pounders } Signals, &c.
 {One 5-pounder }

Masts and yards (dimensions to be returned on Form Number 301.)

How does she stow her crew, stores, and provisions?—Very well.

What space of hold for cargo in tons, at about 50 cubic feet per ton? - } 20 tons,

What space for troops, the probable number below at 12 superficial feet } or about
per man? - - - - - - - - - - - - - - - - } 100 troops.

Has she a secure place abaft for a magazine and shell-room?—A magazine and shell-room complete.

Mail-room, if any, and how fitted?—Fitted complete, and lined with zinc.

Is her bottom sheathed with copper?— } Built of iron.
When last sheathed?—

„ docked?—3d September 1852.

Lightning conductors?—Fitted complete on the plan of Sir W. Snow Harris.

Scantling of the Frame, &c.

Keel	-	-	{ Sided 4 ½ in. Deep 9 „	
Keelson	-	-	{ Sided ½ by 16 in., five number. Moulded, lined with teak.	
Floors	-	-	{ Sided 3 ½ in. × 6 7/16 Moulded 21 in.	
Futtocks	-	1st	{ Sided 3 ½ „ Moulded 6 „	12 in. apart midships, 15 in. forward and aft, with reversed angle iron 5 × 3 ½ × ½ and 4 × 3 ½ × ½ to every alternate frame to the upper deck.
		2d	{ Sided 3 ½ „ Moulded 6 „	
		3d	{ Sided 3 ½ „ Moulded 6 „	
		and top timbers	Moulded 6 „	
Stem	-	-	{ Sided 6 ½ to 4 to 3 ½ Moulded 10 ½ in.	
Stern post	-	-	{ Sided 6 ½ to 3 ½ in. Moulded 10 ½ „	
Wales	-	-	Thick 1 1/8 to 1 1/8 4 ft. 6 in. broad.	
Bottom plank	-	-	Thick 1 1/8 to 1 1/8 to 3/8.	
Topsides	-	-	Thick 7/16	
Beams, spar, upper deck	-	-	{ Sided 11 in. Moulded 9 „	African oak.
„ lower or main deck	-	-	{ Sided 11 „ Moulded 10 „	African oak.
Upper or spar deck flat	thick	4	„	Memel fir, fastened with mixed metal.
Lower or main do.	do.	4	„	Memel fir, fastened with mixed metal.

Orlop

Orlop deck - - - 3 in.

Fir, fastened with iron:

"Melbourne," late
"Greenock."



„ „ beams, iron 6 × 3 ½ × ½ in.

To state if the beams and framing are properly disposed of for enabling the vessel to be armed as a war steamer, with the size guns (pounders), number of each, and where can be mounted as pivot or broadside guns?

This vessel being built and fitted for the Admiralty, her beams are sufficiently strong to enable her to be fitted for

No.		Prs.
8	-	32 broadside.
2	-	68 pivot.
<hr/>		
10		

To state how the vessel is fastened, if with treenails or bolt nails, and butt bolts, if iron, copper, or mixed metal; and to report generally on the fastenings of the vessel?

She has overlapped edges and flush butts, double rivetted. She has stringers to each tier of beams 21 in. by 5 by 3 ½ and 16 in. by 5, with hooks and crutches to connect them at the extremities of the ship, and has six water-tight bulkheads.

Also, a detailed report of the general state and equipment of the vessel for the services required.

This vessel is now fitted with a quarter deck and forecastle, and has six good pumps, two of which can be used as fire-engines, and is in every respect well fitted and a substantial and well-built vessel.

(signed) T. Waterman.

Sir,

Admiralty, 24 September 1852.

In obedience to your order of the 16th instant, to survey the machinery of the "Greenock" as to its fitness for being employed in carrying Her Majesty's mails between this country and Australia, under the contract with the Australian Royal Mail Steam Navigation Company, I have the honour to report that I have surveyed it accordingly, and must say that a more excellent working pair of engines could not, in my opinion, be found. The boilers kept up steam very well at about 12lbs. pressure, and the speed at the measured mile was 8.755 knots, and power developed about 600 horses.

I must here beg to observe that the nominal power as specified in the contract should be 300 horses, while that of "Greenock" is 250 only.

Surveyor of the Navy.

I am, &c.
(signed) J. Dinnen.

Woolwich Dockyard, 20 September 1852.

FORM to be filled up on the completion of each Steam Vessel for service, whether first fitted, repaired, or newly equipped, by the Engineer Department at the Port where the Works have been performed; the particulars, as to the Dimensions, &c. of the respective parts, to be ascertained by accurate Measurement.

(To be forwarded direct to the Surveyor of the Navy.)

Her Majesty's Steam Ship "Greenock."

Draught of water when launched, or before receiving the machinery - - - { Forward
Aft

Ditto with engines, boilers, masts, and rigging - - - { Forward
Aft

Ditto load complete, with stores for sea - { Forward, 15 feet 3 inches.
Aft, 15 feet 9 inches. }

Engines, manufacturer - - - Messrs. G. & J. Rennie.

„ when new? - - - 1852.

„ if old, from what vessel? - - In no other vessel.

Means of ventilation - - - - -	Hatchways over stoke-holes.	"Melbourne." late "Greenock."
Number of funnels - - - - -	One.	
Diameter of ditto - - - - -	5 feet 2 inches in the smallest part.	
Length of ditto - - - - -	43 feet 6 inches from top of the fire bars.	
If made to strike, in what manner - -	Telescopic.	
Number of masts - - - - -	Three.	
Position of mainmast with relation to funnels	41 feet 5 inches abaft.	
Cubic contents of boxes - - - - -	14,016 feet.	
Quantity of coals that can be stowed in } boxes, and of what description - - }	292 tons.	
Ditto that can be stowed in other parts -	10,752 feet.	
Cubic contents of ditto - - - - -	224.	
What number of pipes are fitted in boxes } to ascertain the temperature - - }	None.	

PADDLE WHEELS.

Description of paddle-wheels - - -				
Diameter to the inner edge of outer rim -				
How much reefed - - - - -				
Total number of paddles in each wheel -				
Number of paddles on the arm - - -				
Breadth of each - - - - -				
Dip or immersion of paddle* - - -	{ When tried light,	ft.	in.	
	{ When tried deep,	ft.	in.	
Description of disconnecting apparatus -				
„ brakes, or holding ditto - - -				
Extreme breadth over paddle-boxes at the spring beams - - - - -				
Whether fitted with paddle-box boats? -				

SCREW PROPELLER.

Description of screw propeller - - -	Of uniform pitch.	
Diameter of - - ditto - - - - -	13 feet.	
Length (on the line of keel) - - -	1 foot 6 inches.	
Pitch - - - - -	9 feet.	
Multiple - - - - -	Two.	
Means for disconnecting the propeller -	Thrust-block.	
„ for hoisting - - - ditto - - -	Screws.	
Description of distilling apparatus - -		
„ of means for turning round the } engines when cold - - }	Worm and wheel.	
„ of any other contrivance under } trial - - - - - }		
What is the rate of speed, both when at light } draught and when deep, ascertained by } measured distance, and where tried? † - }	When tried light, nautical miles. When tried deep, 8.755 nautical miles, "Long Reach."	

* The immersion of the paddles is to be ascertained by careful measurement, at the same time, of both paddle-wheels in smooth water.

† Indicator cards, originals, are to be attached to this return; taken on the occasions of the trials "light" and "deep," from each engine, top and bottom.

Cards are likewise to be sent, showing the performance of the engines on each of the grades of expansion.

A list of the spare gear actually put on board is also to be appended certified to have been tried in place.

"Melbourne," late
"Greenock."

GENERAL REMARKS on the Extent of Repairs or Alterations of the Machinery and Vessel during her Equipment at the Port.

The engines and boilers are new.
The boilers are clothed; the wood and felt are Burnettized.
Bilge injections are fitted.
The spare gear has not been delivered by the contractors.

J. Trickett,
For Chief Engineer.

R. Taplin,
Assistant Inspector of Steam Machinery.

"Adelaide."

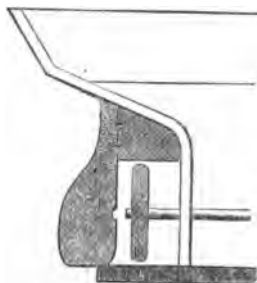
"ADELAIDE."

Admiralty, Somerset House,
8 December 1852.

Sir,

IN obedience to your order of the 3d ultimo, directing me to survey the "Adelaide" iron screw steam ship, built at Millwall for the Australian Royal Mail Steam Navigation Company, I beg herewith to forward my report of this survey, taken on the 20th ultimo and the 9th instant in the River Thames, and to state that this vessel is built in a substantial manner; that her fittings and stores are complete, that she is fully equipped in every respect for the conveyance of the mails between this country and Australia, in accordance with the terms of the contract with this country.

N. B.—This vessel has no rudder port, her rudder stepping on the after part of the keel, with pintles and braces only at the head, similar to that of "Great Britain," and not as the general mode now in practice.



Captain Sir B. W. Walker, K.C.B.,
&c. &c. &c.
Surveyor of the Navy, &c.

I have, &c
(signed) *T. Waterman.*

REPORT of SURVEY on the "ADELAIDE" Steam Vessel by Mr. *T. Waterman.*

When taken?—20th November and 8th December 1852.

Where taken?—River Thames.

	Feet.	Feet.	Inches.
Length from foreside of stem to aftside of post, at the height of the upper deck - - - - -	260 $\frac{5}{10}$	263	4
Length keel for tonnage - - - - -	-	239	0
Breadth, extreme (including wales) - - - - -	-	38	2
„ for tonnage - - - - -	36 $\frac{3}{10}$	38	2
„ moulded - - - - -	-	38	0
Depth in hold (deck to floor) - - - - -	25 $\frac{4}{10}$	25	7

Tonnage, old rule (builders')?—1852.

„ new rule?— $1124 \frac{3}{10}$; E. R., $735 \frac{3}{10} = 1859 \frac{6}{10}$.

„ displacement (if it can be procured)?—3,000.

"Adelaide."

Mail-room, if any, and how fitted?—Fitted very complete with racks and lined with zinc.

Is her bottom sheathed with copper?— } Built of iron.

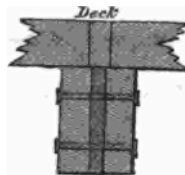
When last sheathed?

,, docked?—November 1852.

Lightning conductors?—Fitted complete, on the plan of Sir W. Snow Harris.

Scantling of the Frame, &c.

Keel plate	-	{ Sided	24 in. by 1 in.	
		{ Deep		
Keelson	-	{ Sided	24 in. by 14 in., $\frac{1}{4}$ in. plate.	
		{ Moulded		
Floors	-	{ Sided	$\frac{1}{2}$ in.	} About 26 feet long.
		{ Moulded	24 "	
Frames	-	1st { Sided	3 "	} With reverse irons, 3 by 3 \times $\frac{1}{2}$.
		{ Moulded	5 " by $\frac{1}{2}$ in.	
		2d { Sided	3 "	
		{ Moulded	5 " " $\frac{1}{2}$ "	
		3d { Sided	3 "	
		{ Moulded	5 " " $\frac{1}{2}$ "	
and top timbers				
Stem	-	{ Sided	3 "	
		{ Moulded	9 "	
Stern post	-	{ Sided	4 "	
		{ Moulded	10 "	
Wales	-	Thick	1 " broad, 36 in.	
Bottom plank	-	Thick	1 " to $\frac{3}{4}$.	
Topsides	-	Thick	$\frac{3}{4}$ " to $\frac{5}{8}$.	
Beams, upper deck		{ Sided	8 " teak.	
		{ Moulded	8 "	
,, lower deck		{ Sided	12 "	} Made with an iron plate, and wood plank, thus,
		{ Moulded	13 "	



Upper deck flat thick	-	3	,,	Yellow pine, fastened with iron nails (tinned).
Lower do. do.	-	3	,,	,,

To state if the beams and framing are properly disposed of for enabling the vessel to be armed as a warsteamer, with the size guns (pounders), number of each, and where can be mounted as pivot or broadside guns?

This vessel is not fitted for guns, but the beams and framing are sufficiently strong to enable her to carry the following armament, by removing the cabins, forecastle, and part of the deck-house, and strengthening the waist in wake of guns.

No.		Cwt.
20	- - - 32-prs.	- - 25 broadside.
2	- - - 6 in.	- - 65 pivot.
Total - - -		22

"Adelaide."	Engines, number of cylinders	-	-	-	Four.
	„ diameter of cylinder	-	-	-	48 inches.
	„ length of stroke	-	-	-	2 feet 9 inches.
	Kind of piston	-	-	-	Metallic ring, with hemp packing.
	Weight of engines	-	-	-	134 tons 0 cwt.
	„ boilers	-	-	-	86 „ 10 „
	„ water in ditto	-	-	-	67 „ 16 „
	„ paddle-wheels, or	-	-	-	
	„ screw propeller	-	-	-	5 „ 11 „
	„ spare gear	-	-	-	14 „ 0 „
	Total weight with all fittings	-	-	-	307 „ 17
	Number of revolutions per minute	-	-	-	<div> <div>When tried light—draft of water</div> <div> <div>Fore - 7 ft. 6 in.</div> <div>Aft 15 2</div> </div> </div> <div> <div>When tried deep—draft of water</div> <div> <div>Fore</div> <div>Aft</div> </div> </div>
	Mean pressure on the piston by indicator	-	-	-	<div>When tried light, lbs.</div> <div>When tried deep, lbs.</div>

BOILERS.

Description of boilers	-	-	-	-	Tubular.
Iron or copper	-	-	-	-	Iron.
By whom made	-	-	-	-	J. Scott Russell & Co.
When new	-	-	-	-	November 1852.
Date of last thorough repair, and where performed	-	-	-	-	
Number of separate parts	-	-	-	-	Four.
Height of top of boiler above or below load water line	-	-	-	-	2 ft. 6 in. below load water line.
Tubes, number (total)	-	-	-	-	1,536.
„ length	-	-	-	-	6 feet.
„ diameter	-	-	-	-	3 inches.
„ thickness	-	-	-	-	No. 12 wire gauge.
„ iron or brass	-	-	-	-	Brass.
„ whether with ferrules or not	-	-	-	-	Without.
Tube plates, thickness	-	-	-	-	$\frac{9}{16}$ in.
„ distance between tubes	-	-	-	-	1 inch.
„ iron or brass	-	-	-	-	Iron.
Number of furnaces	-	-	-	-	Twenty.
Length of ditto	-	-	-	-	6 feet 6 inches.
Breadth of ditto	-	-	-	-	3 feet.
Pressure on safety-valve	-	-	-	-	15 lbs.
Number of stoke-holes	-	-	-	-	Two.
Means of ventilation	-	-	-	-	Open up to deck with grating.
Number of funnels	-	-	-	-	Two.
Diameter of ditto	-	-	-	-	5 feet.
Length of ditto	-	-	-	-	40 feet.
If made to strike, in what manner	-	-	-	-	Fixed.
Number of masts	-	-	-	-	Four.
Position of mainmast with relation to funnels	-	-	-	-	50 feet forward.
Cubic contents of boxes	-	-	-	-	22,500 cubic feet.

Quantity

CARRYING THE MAILS TO CALCUTTA AND AUSTRALIA. 51

Quantity of coals that can be stowed in boxes, } 500 tons, West Hartley.
and of what description - - - - -

"Adelaide."

Ditto that can be stowed in other parts - 500 tons.

Cubic contents of ditto - - - - - 22,500 cubic feet.

What number of pipes are fitted in boxes to } None.
ascertain the temperature - - - - -

PADDLE WHEELS.

Description of paddle-wheels - - - - -

Diameter to the inner ridge of outer rim -

How much reefed - - - - -

Total number of paddles in each wheel -

Number of paddles on the arm - - - - -

Breadth of each - - - - -

Dip or immersion of paddle * - - - - - { When tried light, ft. in.
When tried deep, ft. in.

Description of disconnecting apparatus -

„ Brakes, or holding ditto - - - - -

Extreme breadth over paddle boxes at the }
spring beams - - - - -

Whether fitted with paddle-box boats - - -

SCREW PROPELLER.

Description of screw propeller - - - - - Two-threaded.

Diameter of - - ditto - - - - - 15 feet.

Length (on the line of keel) - - - - - 3 feet 6 inches.

Pitch - - - - - 22 feet.

Multiple - - - - -

Means for disconnecting the propeller - - - Friction brake.

„ for hoisting - - - ditto - - -

Description of distilling apparatus - - - A cylinder fitted with pipes.

„ of means for turning round the }
engines when cold - - - - - } Worm wheel and screw.

„ of any other contrivance under trial

What is the rate of speed, both when at light } When tried light, 11.526 nautical miles.
draught and when deep, ascertained by }
measured distance, and where tried† - - - } When tried deep, nautical miles.

GENERAL REMARKS on the Extent of Repairs or Alterations of the Machinery and Vessel during her Equipment at the Port.

Each pair of cylinders works on one crank pin, the intermediate shaft having no third or outer bearing.

The propeller is of cast iron and overhangs the bearing in the foremost stern post. The aperture for the screw is quite open, there being only the spindle of the rudder and no after stern post; the safety of this arrangement is questionable.

There are no means for unshipping or lifting the propeller.

Two small cylinders are adapted for working the slide-valves.

Injection pipes are fitted from the bilge to the condensers.

(signed) *Robt. Hughes.*

* The immersion of the paddles is to be ascertained by careful measurement, at the same time, of both paddle-wheels in smooth water.

† Indicator cards, originals, are to be attached to this return; taken on the occasions of the trials "light" and "deep," from each engine, top and bottom.

Cards are likewise to be sent, showing the performance of the engines on each of the grades of expansion.

A list of the spare gear actually put on board is also to be appended, certified to have been tried in place.

MAILS TO CALCUTTA AND AUSTRALIA.

REPORTS of the **SURVEYORS** and **ENGINEERS** appointed by the Admiralty to Inspect and Report upon the **SHIPS** employed by the **GENERAL SCREW STEAM COMPANY** to carry the Mails to *Calcutta*, and upon those employed by the **AUSTRALIAN STEAM NAVIGATION COMPANY** to carry the Mails to *Australia*; &c.

(*Mr. Rich.*)

Ordered, by The House of Commons, to be Printed,
14 February 1853.

[*Price 6d.*]

121.

Under 8 oz.

MAIL STEAMERS (CAPE OF GOOD HOPE AND INDIA).

RETURN to an Address of the Honourable The House of Commons,
dated 9 December 1852 ;—for,

“ COPIES of all CORRESPONDENCE which has taken place between the BOARD of ADMIRALTY, the GENERAL SCREW STEAM SHIPPING COMPANY, and the GENERAL POST OFFICE, relating to the Application of that Company for the substitution of *Southampton* for *Plymouth* as the Port of Departure for the Steamers which carry the Mails to the *Cape of Good Hope* and *India* : ”

“ Of all OFFICIAL PAPERS which have been forwarded to or sent from the Board of Admiralty, within the last Six Months, in reference to the Accommodation which the Port of *Plymouth* affords for Ships of the Size and Length employed by that Company in the Conveyance of these Mails, and of the Replies thereto : ”

“ And, of all REPORTS connected with the subject which have been received by the Board of Admiralty during the year 1852. ”

Admiralty, }
11 February 1853. }

J. H. HAY,
Chief Clerk.

CORRESPONDENCE, &c.

— No. 1. —

General Screw Steam Shipping Company,
2, Royal Exchange Buildings,
5 October 1852.

Sir,

I HAVE the honour to request the permission of my Lords Commissioners of the Admiralty for Her Majesty's mails to be received on board the vessels of the General Screw Steam Shipping Company at *Southampton* instead of *Plymouth*. My Lords are aware that the mails for the West Indies, and for India and eastward, are shipped at *Southampton*.

The General Screw Steam Shipping Company are induced to make this application to my Lords in consequence of the want of accommodation at *Plymouth* for ships of the capacity of those employed in the postal service to India.

The Company's agent at *Plymouth* states, that during the summer months, coaling in the Sound is attended with risk as well as delay ; and that during the winter months, it is absolutely necessary to have a more secure anchorage. In consequence he has applied to the authorities for permission to use Her Majesty's moorings at Drake's Island, or Barn Pool ; but supposing the service to permit the use of these moorings, it seems that the position hardly allows ships of the line to swing, and consequently there would not be space for the steamers, which are 240 feet in length.

Again, according to the opinion, as the Directors understand, of the Queen's Harbour Master, they could not swing in any part of Catwater or lie in safety, and on the whole, that the port does not afford safe accommodation for the ships of the size of those belonging to this Company.

The Directors trust that if these statements are correct, my Lords will be pleased to comply with this application.

I have, &c.
(signed) J. C. Ellis,
Chairman.

The Secretary of the Admiralty.

— No. 2. —

Sir,

Admiralty, 6 October 1852.

Vide No. 1.

I AM commanded by my Lords Commissioners of the Admiralty to send you herewith the copy of a letter from the General Screw Steam Shipping Company, dated the 5th inst., on the subject of the removal of the station for the Mail Packets under their contract, from Plymouth to Southampton, and my Lords desire you will transmit to me a full report upon the representations therein contained, and you are to take the opinion of the Queen's Harbour Master, or other persons capable of forming a correct judgment in the matter.

Captain Lowe, conducting the Packet
Service at Plymouth.

I am, &c.
(signed) *A. Stafford.*

— No. 3. —

Sir,

Impregnable, Hamoaze, 11 October 1852.

IN reply to your letter of the 6th October, and its enclosure from the Chairman of the General Screw Steam Shipping Company, requesting permission for Her Majesty's mails to be received on board their vessels at Southampton instead of Plymouth, I have the honour to state, for their Lordships' information, that in investigating the complaints contained in their letter I have had the opinion of Mr. Thompson, the Queen's Harbour Master, and also that of the secretary and resident engineer of the Plymouth Great Western Dock Company, and beg to report as follows:—

1. For the purpose of embarking and disembarking the mails, I consider this port affords every necessary accommodation, the anchorage in the Inner Sound is perfectly safe, and the mails might, in blowing weather from the southward, be put on board the Company's vessels by a small steamer; but in the summer months, and during fine weather, I see no objection to the large boats of the Company taking them off.

2. Should it be considered absolutely necessary for the Company's steamers of 1,800 tons to coal at this port, I am of opinion that during the summer months their vessels would run no risk in coaling in the anchorage in the Inner Sound; but in the winter months, and with strong southerly winds, they would have so much motion that no collier could, without considerable risk, unload alongside their steamers.

3. If the Company's steamers are allowed to use the Government moorings between Drake's Island and the main, they would, from their extreme length, obstruct the navigation into Hamoaze with strong northerly or southerly winds, and at low-water spring tides there would not be sufficient water for them.

4. The moorings in Barn Pool will only admit a ship of the line laying there with the bridles hove in very short, and they cannot be moved further from the land on account of the strong eddy tide, and the obstruction they would cause to vessels working in or out of Hamoaze; I therefore consider it not advisable they should be allowed to use them.

5. Catwater is the only harbour of refuge for the fishing and small coasting trade; the channel has but 15 feet water at low tides, and the steam ships draw from 19 to 21; at high water there would be sufficient for their draft, but their great length would not allow them to turn without considerable difficulty.

6. Mill Bay and the works going on there by the Great Western Dock Company at present, affords no sufficient accommodation for these vessels, but I am informed by the engineer that the docks will be complete in two years, and that they will then be able to give the General Screw Steam Shipping Company every accommodation they can require.

It therefore appears to me that until that time the steamers of the company might be allowed to take in coal in Hamoaze alongside a hulk moored off the West Mud for their especial use; their doing so would not interfere with the port for naval purposes, the mails might be readily embarked, and the passengers would

would be greatly accommodated; the steamers could go out at first and last quarter flood tide, and with the ebb tide they might always enter the harbour, except when it runs very strong.

I beg further to remark, that none of the objections now raised by the General Screw Steam Shipping Company existed previous to their using vessels of 1,800 tons for conveying Her Majesty's mails, and when that service was executed by vessels of the "Harbinger" class (900 tons), it was very regularly performed, and Mill Bay gave them the necessary accommodation for coaling, &c.

I have, &c.

(signed) *Arthur Lowe*,
Captain, and Superintendent of Packet
Service, Plymouth.

The Secretary of the Admiralty.

— No. 4. —

Sir,

Admiralty, 15 October 1852.

I AM commanded by my Lords Commissioners of the Admiralty to send you herewith, for the information of the Lords Commissioners of Her Majesty's Treasury, copies of a letter from the General Screw Steam Shipping Company, dated 5th instant, requesting that the mails may be received on board the vessels of that Company at Southampton instead of at Plymouth; of one addressed to Captain Lowe, Superintendent of Packets at Plymouth, by their Lordships' orders, on the 6th instant, on the subject, and of his Report dated 11th instant, and I am to request that the Lords of the Treasury will favour my Lords with their decision on the subject.

Vide No. 1.

Vide No. 2.

Vide No. 3.

I am, &c.

Geo. A. Hamilton, Esq., Treasury.

(signed) *Aug. Stafford.*

— No. 5. —

Sir,

Treasury Chambers, 27 November 1852.

THE Lords Commissioners of Her Majesty's Treasury having had before them your letter of the 15th ultimo, on the subject of a request made by the Chairman of the General Screw Steam Shipping Company, to be permitted to land and embark at the Port of Southampton, instead of at Plymouth, the mails which the Company convey under contract between this country and India, &c. *via* the Cape of Good Hope, I am commanded by their Lordships to acquaint you, for the information of the Lords of the Admiralty, that my Lords see no objection to the proposed change, and are pleased to sanction it, provided care be taken that the contract with the Company be not vitiated or affected by the change.

I am, &c.

The Secretary of the Admiralty.

(signed) *C. E. Trevelyan.*

— No. 6. —

Sir,

Admiralty, 30 November 1852.

WITH reference to your letter of the 27th instant (No. 22,057), I am commanded by my Lords Commissioners of the Admiralty to acquaint you, for the information of the Lords Commissioners of Her Majesty's Treasury, that my Lords having taken into their consideration the whole question of the application of the General Screw Steam Shipping Company, to land and embark the mails at Southampton instead of at Plymouth, are of opinion that the convenience of the public is most considered by adhering to the present arrangement, more especially as the Company are about to make Southampton, instead of London, their refitting port, thereby obviating the necessity in most cases of coaling at Plymouth. My Lords may remark, that the alteration requested would not vitiate the contract, it being in their power to alter the place of departure, more especially since the establishment of the electric telegraph to that place.

I am, &c.

Geo. A. Hamilton, Esq., Treasury.

(signed) *Aug. Stafford.*

— No. 7. —

Gentlemen,

Admiralty, 1 December 1852.

I AM commanded by my Lords Commissioners of the Admiralty to acquaint you, that my Lords are unable to comply with your request made in the letter from your Chairman, under date 5th October last, relative to landing and embarking the mails at Southampton, instead of at Plymouth, my Lords being of opinion that the public convenience is best consulted by adhering to the present arrangement.

I am, &c.

(signed) *Aug. Stafford.*

The General Screw Steam Shipping Company,
2, Royal Exchange Buildings.

— No. 8. —

Sir,

Treasury Chambers, 24 December 1852.

I AM directed by the Lords Commissioners of Her Majesty's Treasury to acquaint you, in reply to your letter dated 30th ultimo, upon the subject of the application of the General Screw Steam Shipping Company to land and embark the mails for India, *vid* the Cape of Good Hope, at Southampton instead of at Plymouth, that, on full consideration of the application, my Lords agree with the Lords of the Admiralty in opinion, that it is not expedient to alter the existing arrangements as regards the embarkation of the mails.

I am, &c.

(signed) *Geo. A. Hamilton.*

The Secretary of the Admiralty.

MAIL STEAMERS (CAPE OF GOOD
HOPE AND INDIA).

CORRESPONDENCE relating to the substitution of *Southampton* for *Plymouth* as the Port of Departure for the Mail Steamers to the *Cape of Good Hope* and *India*; and Official Papers and Reports relating to the Accommodation which the Port of *Plymouth* affords for the Ships employed in the Conveyance of those Mails.

(Mr. Wilcox.)

Ordered, by The House of Commons, to be Printed,
14 February 1853.

120.

Under 1 oz.

RETURN to an Order of the Honourable The House of Commons, dated 13 June 1853;—for,

A RETURN “ of the Number and Names of Her Majesty’s MAIL PACKERS on the *Milford* and *Waterford*, *Holyhead* and *Kingstown*, *Liverpool* and *Kingstown*, *Donaghadee* and *Portpatrick* Stations, for Two Years previous to the Period when the Mails were first conveyed between England and Ireland by Contract; together with the Dates when each Line was discontinued respectively; showing the Annual Expenditure for each Station, under the following Heads of Service, Wages and Victuals, Wear and Tear, Coals and Repairs of Machinery :”

“ And, Estimate of the Capital presumed to be sunk in maintaining each Line, together with an Account of any Incidental Expenses incurred by the Commissioners in the performance of the Service.”

Admiralty, 17 August 1853.

John Jones Dyer, Acting Chief Clerk.

Annual Expenditure for the Two Years previous to the Mails being first conveyed by Contract.											
S T A T I O N S.	Number of Vessels Employed.	Names of the Vessels Employed.	Date when Discontinued.	Annual Expenditure for the Two Years previous to the Mails being first conveyed by Contract.							
				Y E A R.	Wages and Victuals.	Wear and Tear.	Coals.	Repair of Machinery.	Estimate of the Capital presumed to be sunk in maintaining each Line.	Incidental Expenses incurred by the Naval Department.	
MILFORD and WATERFORD	5	{ Adder - - Advice - - Jasper - - Pigmy - - Prospero - - }	2 August 1848 -	{ 1846/47 1847/48 }	£.	£.	£.	£.	£.	£.	£.
					8,557 8,384	2,045 1,540	5,905 5,583	2,718 4,292	57,669 { }	173 192	
HOLYHEAD and KINGSTOWN	8	{ Dotterel - - Otter - - Sprightly - - Zephyr - - St. Columba - - Banshee - - Caradoc - - Llewellyn - - }	30 April 1850 - "	{ 1848/49 1849/50 }	15,597 15,576	4,713 4,996	10,237 13,786	3,823 5,240	194,098 { }	860 960	
LIVERPOOL and KINGSTOWN	5	{ Redwing - - Merlin - - Medusa - - Medina - - Urgent - - }	30 September 1848 -	{ 1846/47 1847/48 }	14,463 14,414	5,180 4,352	12,030 8,812	12,636 6,464	141,706 { }	1,289 1,375	
PORTPATRICK and DONAGHADEE	2	{ Pike - - Asp - - }	30 September 1849 -	{ 1847/48 1848/49 }	2,662 2,726	81 146	1,157 700	47 164	11,313 { }	87 81	

B. W. Walker, Surveyor of the Navy.
J. T. Briggs, Accountant-general.
J. R. Clark (for Storekeeper general).

MILFORD AND WATERFORD, &c.
MAIL PACKETS.

RETURN of the Number and Names of Her Majesty's MAIL PACKETS on the *Milford* and *Waterford*, *Holyhead* and *Kingstown*, *Liverpool* and *Kingstown*, and *Donaghadee* and *Portpatrick* Stations, for Two Years previous to the Mails being first conveyed by Contract, with the Annual Expenditure for each Station, and Estimate of the Capital presumed to be sunk in maintaining each Line ; &c.

(*Mr. Henry Herbert.*)

*Ordered, by The House of Commons, to be Printed,
20 August 1863.*

WEST INDIA MAIL STEAMERS.

RETURN to an Order of the Honourable The House of Commons,
dated 24 February 1853;—*for*,

RETURN, “in Tabular Form, for the Years 1851 and 1852, stating the Date at which each ROYAL MAIL WEST INDIA STEAMER became Due at *Southampton*, the Date at which each STEAMER actually Arrived there, and the Number of Days which elapsed in each Case between the two Dates; also, for the same Period, the Dates at which each of these STEAMERS ought, according to Contract, to have Arrived at and Departed from *St. Thomas's*, *Demerara*, and *Chagres*, and the Dates at which they actually did Arrive and Depart in each Case.”

(*Mr. Hume.*)

Ordered, by The House of Commons, to be Printed,
18 *March* 1853.

RETURN of DATES of the ARRIVAL of ROYAL MAIL WEST INDIA STEAMERS at the
Port of *Southampton*, for the Years 1851 and 1852.

1851.

NAMES OF VESSELS.	DATE when DUE at Southampton.	DATE of ARRIVAL at Southampton.	Number of Days between the two Dates.
Tay - - - - -	4 January - -	7 January - -	3
Trent - - - - -	19 January - -	22 January - -	3
Thames - - - - -	4 February - -	5 February - -	1
Medway - - - - -	19 February - -	25 February - -	6
Severn - - - - -	4 March - - -	9 March - - -	5
Avon - - - - -	19 March - - -	25 March - - -	6
Clyde - - - - -	4 April - - -	18 April - - -	14
Thames - - - - -	19 April - - -	24 April - - -	5
Great Western	4 May - - - -	7 May - - - -	3
Severn - - - - -	19 May - - -	22 May - - -	3
Dee - - - - -	4 June - - -	8 June - - -	4
Avon - - - - -	19 June - - -	20 June - - -	1
Clyde - - - - -	4 July - - -	6 July - - -	2
Thames - - - - -	19 July - - -	20 July - - -	1
Trent - - - - -	4 August - - -	9 August - - -	5
Medway - - - - -	19 August - - -	20 August - - -	1
Dee - - - - -	4 September - -	9 September - -	5
Avon - - - - -	19 September - -	23 September - -	4
Clyde - - - - -	4 October - - -	7 October - - -	3
Thames - - - - -	19 October - - -	23 October - - -	4
Great Western	4 November - -	10 November - -	6
Medway - - - - -	19 November - -	26 November - -	7
Dee - - - - -	4 December - -	8 December - -	4
Avon - - - - -	19 December - -	25 December - -	6

1852.

Thames - - - - -	4 January - -	8 January - -	4
Clyde - - - - -	19 January - -	23 January - -	4
Trent - - - - -	4 February - -	8 February - -	4
Avon - - - - -	19 February - -	26 February - -	7
Great Western	4 March - - -	18 March - - -	14
Conway - - - - -	19 March - - -	3 April - - -	15
Orinoco - - - - -	4 April - - -	5 April - - -	1
Clyde - - - - -	19 April - - -	25 April - - -	6
Medway - - - - -	4 May - - -	8 May - - -	4
Parana - - - - -	19 May - - -	22 May - - -	3
Orinoco - - - - -	4 June - - -	5 June - - -	1
Magdalena - - - -	19 June - - -	21 June - - -	2
Thames - - - - -	4 July - - -	10 July - - -	6
Parana - - - - -	19 July - - -	17 July - - -	-
Orinoco - - - - -	1 August - - -	2 August - - -	1
Magdalena - - - -	16 August - - -	17 August - - -	1
Medway - - - - -	1 September - -	5 September - -	5
Parana - - - - -	16 September - -	22 September - -	6
La Plata - - - - -	1 October - - -	29 September - -	-
Orinoco - - - - -	16 October - - -	16 October - - -	-
Magdalena - - - -	1 November - -	2 November - -	1
La Plata - - - - -	16 November - -	17 November - -	1
Medway - - - - -	1 December - -	9 December - -	8
Orinoco - - - - -	16 December - -	19 December - -	3

RETURN of ARRIVAL and DEPARTURE of ROYAL MAIL WEST INDIA STEAMERS at and from
the Port of *St. Thomas*, for the Years 1851 and 1852.

1851.

NAMES of VESSELS.	DATE at which they should ARRIVE.	DATE of ARRIVAL.	NAMES of VESSELS.	DATE at which they should SAIL.	DATE of SAILING.
Medway -	4 January -	3 January.	Trent -	3 January -	4 January.
Severn -	19 January -	24 January.	Thames -	18 January -	19 January.
Avon -	4 February -	8 February.	Medway -	3 February -	4 February.
Clyde -	19 February -	21 February.	Severn -	18 February -	19 February.
Thames -	4 March -	9 March.	Avon -	3 March -	6 March.
Trent -	19 March -	19 March.	Clyde -	18 March -	22 March.
Severn -	4 April -	9 April.	Thames -	3 April -	6 April.
Dee -	19 April -	22 April.	Great Western	18 April -	19 April.
Avon -	4 May -	5 May.	Severn -	3 May -	4 May.
Clyde -	19 May -	21 May.	Dee -	18 May -	19 May.
Thames -	4 June -	2 June.	Avon -	3 June -	3 June.
Great Western	19 June -	21 June.	Clyde -	18 June -	18 June.
Medway -	4 July -	3 July.	Thames -	3 July -	4 July.
Dee -	19 July -	20 July.	Trent -	18 July -	22 July.
Avon -	4 August -	4 August.	Medway -	3 August -	3 August.
Clyde -	19 August -	21 August.	Dee -	18 August -	20 August.
Thames -	4 September -	3 September.	Avon -	3 September -	4 September.
Trent -	19 September -	18 September.	Clyde -	18 September -	18 September.
Medway -	4 October -	3 October.	Thames -	3 October -	4 October.
Dee -	19 October -	25 October.	Great Western	18 October -	19 October.
Avon -	4 November -	5 November.	Medway -	3 November -	5 November.
Thames -	19 November -	20 November.	Dee -	18 November -	19 November.
Clyde -	4 December -	7 December.	Avon -	3 December -	5 December.
Great Western	19 December -	22 December.	Thames -	18 December -	20 December.

1852.

Medway -	4 January -	7 January.	Clyde -	3 January -	4 January.
Avon -	19 January -	1 February.	Trent -	18 January -	22 January.
Dee -	4 February -	8 February.	Avon -	3 February -	7 February.
Orinoco -	19 February -	18 February.	Great Western	18 February -	25 February.
Clyde -	4 March -	8 March.	Conway -	3 March -	11 March.
Thames -	19 March -	24 March.	Orinoco -	18 March -	21 March.
Trent -	4 April -	8 April.	Clyde -	3 April -	5 April.
Great Western	19 April -	23 April.	Medway -	18 April -	20 April.
Parana -	4 May -	3 May.	Parana -	3 May -	7 May.
Orinoco -	19 May -	17 May.	Orinoco -	18 May -	22 May.
Magdalena -	4 June -	1 June.	Magdalena -	3 June -	5 June.
Parana -	17 June -	17 June.	Thames -	18 June -	23 June.
Orinoco -	2 July -	2 July.	Parana -	1 July -	2 July.
Magdalena -	17 July -	18 July.	Orinoco -	16 July -	18 July.
Thames -	2 August -	2 August.	Magdalena -	1 August -	31 July.
Parana -	17 August -	19 August.	Medway -	16 August -	17 August.
La Plata -	2 September -	30 August.	Parana -	1 September -	3 September.
Orinoco -	17 September -	17 September.	La Plata -	16 September -	16 September.
Magdalena -	2 October -	3 October.	Orinoco -	1 October -	1 October.
Medway -	17 October -	22 October.	Magdalena -	16 October -	17 October.
La Plata -	2 November -	31 October.	La Plata -	1 November -	4 November.
Orinoco -	17 November -	20 November.	Medway -	16 November -	20 November.
Magdalena -	2 December -	8 December.	Orinoco -	1 December -	3 December.
Parana -	17 December -	19 December.	Magdalena -	16 December -	21 December.

ROUTE No. 4.

RETURN of ARRIVAL and DEPARTURE of ROYAL MAIL WEST INDIA STEAMERS at and from
the Port of *Demerara*, for the Years 1851 and 1852.

1851.

NAMES of VESSELS.	DATES at which they should ARRIVE.	DATES of ARRIVAL.	DATES at which they should SAIL.	DATES of SAILING.
Eagle - - -	24 January -	30 January -	27 January -	30 January.
Derwent - - -	9 February -	13 February -	12 February -	14 February.
Ditto - - -	24 February -	27 February -	27 February -	27 February.
Ditto - - -	9 March -	16 March -	12 March -	16 March.
Ditto - - -	24 March -	28 March -	27 March -	28 March.
Ditto - - -	9 April -	14 April -	12 April -	14 April.
Ditto - - -	24 April -	28 April -	27 April -	28 April.
Ditto - - -	9 May -	11 May -	12 May -	12 May.
Ditto - - -	24 May -	27 May -	27 May -	27 May.
Ditto - - -	9 June -	8 June -	12 June -	11 June.
Ditto - - -	24 June -	27 June -	27 June -	27 June.
Ditto - - -	9 July -	10 July -	12 July -	12 July.
Ditto - - -	24 July -	26 July -	27 July -	27 July.
Ditto - - -	9 August -	10 August -	12 August -	11 August.
Ditto - - -	24 August -	27 August -	27 August -	27 August.
Ditto - - -	9 September -	9 September -	12 September -	11 September.
Eagle - - -	24 September -	25 September -	27 September -	27 September.
Conway - - -	9 October -	11 October -	12 October -	12 October.
Eagle - - -	24 October -	31 October -	27 October -	31 October.
Derwent - - -	9 November -	10 November -	12 November -	11 November.
Ditto - - -	24 November -	26 November -	27 November -	27 November.
Conway - - -	9 December -	14 December -	12 December -	14 December.
Eagle - - -	24 December -	28 December -	27 December -	28 December.

1852.

Derwent - - -	9 January -	14 January -	12 January -	14 January.
Ditto - - -	24 January -	3 February -	27 January -	3 February.
Eagle - - -	9 February -	15 February -	12 February -	15 February.
Derwent - - -	24 February -	27 February -	27 February -	27 February.
Ditto - - -	9 March -	14 March -	12 March -	14 March.
Ditto - - -	24 March -	30 March -	27 March -	30 March.
Ditto - - -	9 April -	14 April -	12 April -	15 April.
Ditto - - -	24 April -	28 April -	27 April -	29 April.
Esk - - -	9 May -	12 May -	12 May -	12 May.
Derwent - - -	24 May -	25 May -	27 May -	27 May.
Thames - - -	9 June -	10 June -	10 June -	11 June.
Great Western -	23 June -	25 June -	25 June -	25 June.
Derwent - - -	8 July -	9 July -	10 July -	10 July.
Great Western -	23 July -	24 July -	25 July -	25 July.
Trent - - -	8 August -	9 August -	10 August -	9 August.
Ditto - - -	23 August -	24 August -	25 August -	25 August.
Derwent - - -	8 September -	7 September -	10 September -	9 September.
Great Western -	23 September -	23 September -	25 September -	25 September.
Thames - - -	8 October -	10 October -	10 October -	10 October.
Ditto - - -	23 October -	28 October -	25 October -	28 October.
Great Western -	8 November -	9 November -	10 November -	10 November.
Derwent - - -	23 November -	26 November -	25 November -	26 November.
Esk - - -	8 December -	- No Return -	10 December -	- No Return.
Thames - - -	23 December -	29 December -	25 December -	29 December.

ROUTE No. 1.

RETURN of ARRIVAL and DEPARTURE of ROYAL MAIL WEST INDIA STEAMERS at and from the Port of *Chagres*, for the Years 1851 and 1852.

1851.

NAMES of VESSELS.	DATES on which they should ARRIVE.	DATES of ARRIVAL.	DATES on which they should SAIL.	DATES of SAILING.
Medway - - -	11 January	11 January -	26 January -	25 January.
Severn - - -	26 January -	31 January -	11 February -	10 February.
Avon - - -	11 February -	15 February -	26 February -	25 February.
Clyde - - -	26 February -	2 March -	11 March -	12 March.
Thames - - -	11 March -	17 March -	26 March -	27 March.
Great Western -	26 March -	30 March -	11 April -	9 April.
Severn - - -	11 April -	15 April -	26 April -	25 April.
Dee - - -	26 April -	29 April -	11 May -	10 May.
Avon - - -	11 May -	18 May -	26 May -	26 May.
Clyde - - -	26 May -	30 May -	11 June -	10 June.
Thames - - -	11 June -	11 June -	26 June -	25 June.
Trent - - -	26 June -	27 June -	11 July -	10 July.
Medway - - -	11 July -	11 July -	26 July -	26 July.
Dee - - -	26 July -	28 July -	11 August -	9 August.
Avon - - -	11 August -	18 August -	26 August -	25 August.
Clyde - - -	26 August -	30 August -	11 September -	10 September.
Thames - - -	11 September -	12 September -	26 September -	25 September.
Great Western -	26 September -	27 September -	11 October -	11 October.
Medway - - -	11 October -	12 October -	26 October -	26 October.
Dee - - -	26 October -	2 November -	11 November -	10 November.
Avon - - -	11 November -	15 November -	26 November -	25 November.
Trent - - -	26 November -	27 November -	11 December -	10 December.
Clyde - - -	11 December -	17 December -	26 December -	25 December.
Trent - - -	26 December -	27 December.		

1852.

Trent - - -	- - -	- - -	11 January -	9 January.
Medway - - -	11 January -	15 January -	26 January -	24 January.
	26 January -	- No Return -	11 February -	- No Return.
Conway - - -	11 February -	16 February -	26 February -	25 February.
Orinoco - - -	26 February -	1 March -	11 March -	12 March.
Clyde - - -	11 March -	18 March -	26 March -	26 March.
Thames - - -	26 March -	1 April -	11 April -	9 April.
Trent - - -	11 April -	17 April -	26 April -	24 April.
Great Western -	26 April -	2 May -	11 May -	10 May.
Trent - - -	11 May -	18 May -	26 May -	25 May.
Great Western -	26 May -	27 May -	10 June -	9 June.
Trent - - -	9 June -	10 June -	25 June -	23 June.
Dee - - -	24 June -	2 July -	10 July -	9 July.
Trent - - -	9 July -	9 July -	25 July -	24 July.
Dee - - -	24 July -	27 July -	10 August -	9 August.
Thames - - -	9 August -	12 August -	25 August -	24 August.
Great Western -	24 August -	26 August -	10 September -	9 September.
Thames - - -	9 September -	10 September -	25 September -	24 September.
Trent - - -	24 September -	25 September -	10 October -	10 October.
Great Western -	9 October -	11 October -	25 October -	24 October.
Trent - - -	24 October -	30 October -	10 November -	8 November.
Thames - - -	9 November -	11 November -	25 November -	25 November.
Dee - - -	24 November -	1 December -	10 December -	9 December.
Great Western -	9 December -	15 December -	25 December -	24 December.
Dee - - -	24 December -	31 December -	10 January 1853	9 January 1853.

WEST INDIA MAIL STEAMERS.

RETURN, for the Years 1861 and 1862, of the Dates at which each ROYAL MAIL WEST INDIA STEAMER became Due, and Date at which each actually Arrived at *Southampton*, showing the Number of Days between the two Dates; also, the Dates at which each STEAMER ought to have Arrived at and Departed from *St. Thomas's, Demerara*, and *Chagres*, and the Dates at which they actually did Arrive and Depart.

(*Mr. Hume*.)

*Ordered, by The House of Commons, to be Printed,
18 March 1863.*

270.

Under 1 oz.

WESTERN HARBOURS (IRELAND).

RETURN to an Order of the Honourable The House of Commons,
dated 12 November 1852;—for,

A COPY “ of the REPORT and the EVIDENCE taken before the Commission
appointed to Inquire into the Merits of the WESTERN HARBOURS of
Ireland, for the Purpose of TRANSATLANTIC COMMUNICATION.”

Admiralty, }
22 November 1852. }

J. H. HAY,
Chief Clerk.

(*Mr. Henry Herbert.*)

Ordered, by The House of Commons, to be Printed,
24 November 1852.

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at the end.

COPY of the REPORT and the EVIDENCE taken before the Commission appointed to inquire into the Merits of the WESTERN HARBOURS of *Ireland*, for the Purpose of TRANSATLANTIC COMMUNICATION.

Report.

— No. I. —

INSTRUCTIONS.

Sir,

Admiralty, 11 June 1852.

MY Lords Commissioners of the Admiralty being desirous to obtain the best information as to the suitableness of Galway Bay and the River Shannon for a Transatlantic Packet Station, and as to the relative merits of these ports, whether considered as a packet station or as a harbour of refuge, it is their Lordships' directions that you proceed with the officers named in the margin, and forthwith examine into the several capabilities of those harbours.

Capt. H. Smith.
Capt. Caffin.

A Commission was appointed, in 1850, by Her Majesty's Government to make inquiry as to the harbours of Ireland best suited for a packet station. The evidence taken on that occasion respecting the ports of Galway and the mouth of the Shannon, (to which they gave a decided preference over all other ports on the west coast of Ireland,) furnish valuable material, and may be of service in directing you to those sources of information to which you might wish to refer in verification of the reports concerning them. The intimate knowledge you possess, as a seaman, of all that is required for a convenient port, whether for access, departure, or safe and convenient anchorage, and your experience more particularly in the command of steam vessels, render it unnecessary for their Lordships to encumber you with minute instructions as to the several points to which your attention would have to be directed in order to determine on the merits of a particular harbour as a packet station.

In conducting your inquiries, you will bear in mind that the port to be selected would require to be available for steamers of the largest class employed on a service requiring the greatest regularity and dispatch; and that, so far as regards the combining a refuge harbour with a packet station, such harbour should be accessible at all times of tide, both by day and night, and in all weathers.

As it is scarcely to be supposed that at the ports to which we have directed your attention such works can at present exist as would be essential to a Transatlantic Packet Station, and important even as a harbour of refuge, you will carefully examine into this point, and report as to the nature and extent of any works which would be required for either of these purposes at the two ports respectively, and in that report you will include the works necessary to connect either port with the nearest railway.

Any other points, not here adverted to, and which during the examination may strike you as essentially bearing on the question of a western packet station and refuge harbour, and their necessary engineering works, and which it would seem to you as deserving particular remark, will be included by you in your report as to the general merits as a packet station and a harbour of refuge of the two ports of Galway and the Shannon.

I am, &c.

Captain Beechey, R.N., &c.
Board of Trade.

(signed) W. A. B. Hamilton.

Report.

— No. II. —

LETTER from Captain *Beechey*.

Sir,

London, 31 July 1852.

I HAVE the honour to inform you, for the information of the Lords Commissioners of the Admiralty, that in accordance with their Lordships' instructions, conveyed to me in your letter of the 11th June last, I proceeded with Captain Smith, R. N., and Captain Caffin, R. N., to Galway and Limerick, and there carefully examined witnesses, and procured information upon the several points submitted in your letter; viz.

1st. As to the relative merits of the port of Galway and the Shannon whether considered as a packet station or as a harbour of refuge, and as regards the combining a refuge harbour with a packet station, such harbour being necessarily accessible at all times of tide, both by day and night, and in all weather.

2dly. As to the nature and extent of any works which would be required for either a Transatlantic Packet Station or a harbour of refuge at the two ports respectively, and as to the works that would be necessary to connect either port with the nearest railway.

3dly. As to the suitability of Galway Bay and the River Shannon for a Transatlantic Packet Station, taking into consideration that the port to be selected would require to be available for steamers of the largest class, employed on a service requiring the greatest regularity and dispatch.

At Galway we obtained from the Harbour Commissioners and other authorities a list of such witnesses as they could recommend as capable of giving evidence upon the nautical advantages or disadvantages of the harbours of Galway and Limerick, the two ports to which our attention had been directed, and having inspected the port as to the nature and extent of the works that would be necessary, and exhausted all the evidence at Galway, we proceeded by sea to the Shannon in Her Majesty's steam sloop "Geyser," which enabled us to examine the approaches and soundings off both ports. At Limerick, in the same manner, we examined such evidence as the Harbour Commissioners and Chamber of Commerce and other authorities furnished, and with the aid of a small steamer examined the harbours of Foynes and Tarbert.

From Limerick we returned to Dublin by railway.

At both ports we received from the Harbour Commissioners and other local authorities the greatest attention and assistance.

I beg to enclose copies of all the evidence and other documents bearing upon our inquiry, and also the report which we have founded upon this evidence, in connexion with that taken before the late Transatlantic Packet Commission, and to request that you will be pleased to lay the same before the Lords Commissioners of the Admiralty.

I have, &c.
(signed) *F. W. Beechey*,
Captain.

To the Secretary of the Admiralty.

— No. III. —

REPORT of the Committee appointed to inquire into the Suitableness and Capabilities of the Ports of *Galway* and the *Shannon* for a Transatlantic Packet Station in connexion with a Harbour of Refuge.

PURSUANT to the instructions contained in your letter of 11 June 1852, we have the honour to transmit, for the information of the Lords Commissioners of the Admiralty, our report as to the relative merits of the ports of Galway and the Shannon for a Transatlantic Packet Station available for steamers of the largest class employed on a service requiring the greatest regularity and dispatch.

In the selection of a port for this purpose, especially upon a naturally boisterous coast, so much depends upon the comparative safety and expedition with

with which a vessel when arriving can be got within the limits of her port, or, when clear of her anchorage, on departure, can be got out to sea clear of the land on either side of her, that we have entered upon a comparison of the merits of the two ports above mentioned, with a view to this important feature ; first, the entrance of the Shannon, situated only 32 miles from the outer horn of the Great Bay, formed between the Blaskets and Slyne Head, and having, from the Blaskets on one side, and for a distance of about 15 miles on the other, a bold precipitous coast, which may be safely approached at any time when it would be prudent to run for a port at all, and above all, having that part of the coast on the west lying in such a direction as to form a natural protection from the southerly and south-westerly gales, so formidable from the thick weather which attends them, are circumstances that peculiarly render the situation of the Shannon preferable to that of the port of Galway ;* for it must be evident that when gales are blowing from the south-west, and when the coast is enveloped in mist, the danger of approaching the land is greatly diminished by the comparatively smooth water which would be found at such a time between the Shannon and the Blaskets, as compared with that which would occur upon a coast opposed to the full force of the gale ; moreover, when this portion of the coast becomes a lee shore, the wind is from the north-west, a quarter in which the gales are generally accompanied by clear weather, and when the port may, under such circumstances, be safely approached.

Galway, on the other hand, with the exception of the last-mentioned feature of being safely run for, does not possess any of the other advantages, for although the Arran Islands are bold and high, yet if an attempt were made to hug the shore on either side of the actual limits of the mouth of the port, for the purpose of shelter, or if it were attempted to make the land in either of those directions, it would be at the risk of encountering the dangers of Mal Bay on one side, and of the Skuds and other rocks on the other, dangers which present themselves in their worst form, viz., of reefs and isolated rocks surrounded by deep water.

Much has been said by some of the witnesses at Galway of the character of the soundings off that port, by which the position of a vessel might be determined ; but on referring to the Admiralty surveys, we do not discover any such marked distinctions as would warrant a ship running by them in thick weather. The same may be said of the outer approach to the Shannon ; but when once entered between Kerry and Loop Heads, the gradual shoaling of the water there would form a safe guide to the entrance of that river.

Galway, it is true, has no tides of consequence, and so far it has the advantage of the Shannon. To small deeply-laden vessels especially this would give Galway great claims to preference, and it is, we apprehend, with reference to this feature that a preference has been given to Galway by some of the witnesses who alluded to the strong tides of the Shannon, but to vessels of the class and speed of those required for the packets in question, the stream of the Shannon does not, in the opinion of the Committee, constitute an objection of any moment, nor do we apprehend that any inconvenience would be felt by such vessels from the high seas said to arise at the mouth of the Shannon from spring tides when running in opposition to westerly winds.

In point of situation, therefore, we give a decided preference to the Shannon.

As regards the security and accommodation of the packets, and the convenience for landing and embarking passengers and dispatching the mails, we find that neither of these ports can be said to be adapted to these services at present. Galway Roads, although perfectly safe for a vessel to ride at her anchors, if properly found in ground tackling, is not sufficiently protected from the sea to be recommended as a place where passengers can at all times be safely or conveniently embarked or disembarked, and cargo taken in and discharged ; and there is no basin there sufficiently capacious, either in its depth of entrance, or width of its gates, to receive the vessels that would be required for this purpose.

In the Shannon there are two places, Foynes and Tarbert, either of which afford

* See Plan, No. 1, at the end.

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afford secure anchorage at all times, but in their present state neither of them have the landing accommodation that is requisite for the purpose. Foynes, although contracted for such large steamers as are considered necessary for this service, will, we think, be found sufficiently large, with proper accommodation, to recommend it to the attention of their Lordships from the very limited works which will be required there. The entrance between the depths of water required by these vessels, although narrow, is of sufficient width for the purposes of the packets, as it has the advantage of always having smooth water, and lights can readily be placed in positions to afford the requisite guide to the pier at night, or in thick weather.

Tarbert, although a very secure anchorage for shipping, is too exposed in that part of the roadstead which would require to be frequented by vessels of large draught of water, both for passengers to be embarked and landed in all weathers, and for the purpose of refitting and loading and discharging of the packets, and would require heavier works to be constructed for these purposes than we have considered necessary at Foynes. But with these works, which will be particularly described in advance, we consider that Tarbert would be both a convenient and safe station.

After carefully considering the deficiencies of these places respectively, we have determined that to render Galway Roads secure and suitable for a packet station, large and extensive works would be required. It would be necessary to protect the anchorage by a strong pier run off from Mutton Island to the south-south-east to a distance of 2,500 feet nearly,* and to fill up the space between that island and the main; and a basin would still further be necessary to ensure protection to the packets in the winter months, and when requiring a refit. As the railway would have to be carried along these piers to the packet outside Mutton Island, the masonry would require to be dressed, and considerable expense would be incurred in the construction of these works and the basin. It has been suggested that a more convenient accommodation would be afforded by a pier run off from Hare Island.

This pier would also be more convenient for the railway than the other; it would obviate the necessity for a basin; and although the outer piers from Mutton Island above mentioned would still be required, they would only be necessary as breakwaters, and considerable saving in their construction would thus be effected; but the expense of these works would be so considerable, that we could not recommend their construction, unless it should be found that such saving would be effected upon the extension of the railway through the town and across the river Corrib, and upon the basin, which in this case would not be required, and in the construction of the outer piers also, as would compensate for the outlay. In addition to these works, it would be necessary to place a lighthouse upon the Black Rock, another upon the Finnis Rock in the South Channel, and to remove the Mutton Island light to the end of the proposed pier from that island.

In order to assist us in reporting upon this part of the inquiry, which came more immediately under the department of civil engineers, we requested Mr. Roberts, the district engineer of the Board of Works, to furnish the Committee with his opinion as to what would be the expense of constructing certain works submitted to him, and also to give his own opinion as to what he would consider necessary for the purpose in view.

His reply will be found in page 12, from which it appears that the works which the Committee considered necessary could not be executed under a sum of 227,600 £., and judging from the expense of these limited works, it is computed that the more complete plan before mentioned could not be carried out under double that sum.

Mr. Roberts, in his reply, proposed a plan, coloured red, † which he thought would afford the required security, the expense of which he estimated at 155,600 £., including the basin; but after mature consideration of the last-mentioned plan we were of opinion it did not give that accommodation to the service which was necessary, and moreover, it seemed probable, from its form and position, that it would silt up from the outset of the water from Lough Corrib.

* See Plan, No. 2.

† See Plan, No. 3.

Corrib. We have therefore come to the conclusion that, to adapt Galway to a Transatlantic Packet Station, * it would require at the lowest estimate, based upon Mr Roberts's Report, a sum of about 230,000 l. †

To adapt Foynes in the Shannon to the purposes required, it will be necessary to construct a pier or jetty near the present small harbour formed there, keeping its outer face in 20 feet water at low water spring tides, to run out a small rubble breakwater from south-east side of Foynes Island ‡ to insure smooth water at all times at this pier, and to place lights upon the points of entrance, and also a floating light upon the outer limit of the tongue off Scatterry Island. With these works the Shannon might be navigated at all times, and Foynes be made available for the packets.

To assist us in these engineering questions again we consulted Mr. Griffith, of the Board of Works, Dublin, and Mr. J. Long, the district engineer, at Limerick, both of whose replies we have placed in the Appendix (pp. 37. 56). Mr. Griffith in reply, forwarded a plan § which had been sent him by Mr. Gibbons, harbour engineer, in which he proposes to prolong the present Eastern pier of the small harbour into 22 feet water of the chart, and to extend its front laterally to the eastward to 150 feet in the whole. The estimate for this extension and filling in at the back, as shown in the plan, || he considers will be about 3,600 l.

Mr. Long submitted a plan of a pier on the western side of the small harbour, and a groyne from the Island of Foynes, ¶ and estimated the expense of these works about 45,000 l.* *

Another plan for the adaptation of Foynes was submitted by Mr. Randall, the harbour master of Limerick. † †

Giving these plans full consideration, we have come to the conclusion that, by an extension of the pier proposed by Mr. Gibbons, so as to give 800 lineal feet clear space of wharfage (of which 650 feet by 50 feet wide, would be in addition to his proposed plan), would afford all the required accommodation for a single line of weekly packets; ‡ ‡ and that a small breakwater or groyne run off from the east end of Foynes Island would insure smooth water at all times to the packets lying at this pier.

Under the impression that this port will be found very limited, should an increase of traffic take place, we refrain from recommending the construction of any works not absolutely necessary, and more especially any of a costly nature.

The expenses of the plan proposed by the Committee, taking Mr. Gibbons's estimate of his work as a guide, and Mr. Long's estimate of the groyne, would be somewhere about 12,000 l. or 13,000 l., independent of the staging to the westward of the small harbour. §§

With reference to the connexion of Foynes with the Limerick Railway to Dublin, it will be seen by the evidence of Sir Matthew Barrington, that there are no engineering difficulties, and that a company would no doubt be formed to carry into execution a line of way which has been already surveyed, and the plans lodged in the Parliamentary Office in London.

In this statement we find the distance to be about 24 statute miles, and by the estimate of Mr. Kearney, the contractor, it is shown that the cost of constructing a single line would be about 4,011 l. per mile, |||| making about 96,300 l. for the line of railway from Foynes Harbour to Limerick.

It has also been submitted to us ¶¶ that an electric telegraph might be carried from Foynes to Kerry Head, which would extend the communication with the packet as far as the 10½ degree of west longitude, or if carried to Brandon Head, to the 11 degree, and this at the cost of about 30 l. per mile.

Tarbert, the other port in the Shannon, which we have mentioned as capable of being rendered suitable for a packet station, would require a basin to be constructed

* See Plan, No. 3.

† Independent of the extension of the railway or any other works alluded to in p. 8.

‡ See Plan, No. 4.

§ See Plan, No. 5.

|| See Appendix, p. 37.

¶ See Plan, No. 6.

* * See his evidence, p. 55.

† † See his evidence, p. 44.

‡ ‡ In the Plan, No. 4, we have drawn an additional line of staging to the westward of the small harbour, in case it might be required hereafter.

§ § This estimate is also independent for the expense of the extension of the railway from Limerick, 96,300 l., and also of the works mentioned in p. 8.

|||| See Plans, &c.; also statement of Mr. Kearney, p. 60.

¶ ¶ See Report of Harbour Commissioners of Limerick; also Mr. Long's evidence, p. 55.

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constructed for the reception of the packets when refitting, or taking in or discharging cargo, and in addition a pile staging or pier as a temporary place to land and embark passengers and mails.*

With these additions Tarbert would be rendered a safe and convenient station, and would possess the advantage of Foynes in having capabilities of extension of its works, should the exigencies of the port at any time require it.

With reference to the Port of Tarbert, we submitted to Mr. Long, the district engineer, the works, which, as before mentioned, would in our opinion be necessary for the requirements of the packets, and requested him to supply a plan and estimate of the cost of constructing such works. In reply we received from him the following remarks : †

“As regards Tarbert, the same advantages do not exist as at Foynes ; it is more extensive, but not so well sheltered, which would therefore render it necessary to construct works of a more extensive character, and as the facilities for building are not so easily obtained there, the works would be more costly ; it is however a most excellent and favourite anchorage, and to render it available for the purposes of a Transatlantic Packet Station, I am of opinion that a floating dock, accessible at low water neaps, for vessels of 20 feet draught, would be necessary, together with a timber staging, accessible by such vessels at all times of tide.”

The cost of the floating dock he estimated at about 55,000 £., and the staging 20,000 £., making a total of 75,000 £. ‡

To connect this port with the railway at Limerick, we again refer to the plans and sections of the railway already lodged in the Parliamentary Office, and by an estimate submitted by Mr. Kearney, it appears that a single line can be carried through from Limerick, at 4,011 £. per mile, making upon the whole 136,388 £., the distance from Tarbert to Limerick being 34 miles.

While our report was in progress, we received a communication from Mr. Stokes, the county surveyor of Kerry, enclosing a resolution of the grand jury of the county of Kerry § to erect a pier at Tarbert, for the accommodation of large sea-going steamers, and enclosing a plan || and estimate of the work.

Upon an examination of this plan, it was found the pier could only have 17 feet water alongside of it at low water, which would not be sufficient for the class of vessels required for the packet service ; also its form appeared objectionable, inasmuch as it was open to the south-east wind, which would render it very inconvenient for vessels lying alongside it at such times.

The expense of the construction of this pier was estimated at 10,300 £.

In the evidence of Mr. FitzGerald it will be seen that he proposes, in the event of a station being at Tarbert, the construction of a line of railway direct from Tarbert to Tipperary, and describes the advantages it would possess over the other line to Limerick, but the Committee do not consider this to be a matter which is intended to be brought under their consideration, further than it shows there would probably be no difficulty in connecting Tarbert either way with the great line of railway through Ireland. It is to be observed that Tarbert would partake of the same advantage of distant communication with the packets, by means of electric telegraph, as Foynes.

With reference to the ports of the Shannon, we have to remark that they possess the advantage of having a capacious basin at Limerick, ¶ adjoining the river, sufficiently wide and deep at its entrance to receive the class of packets required at high water, at all times, when needing repair ; and that the Harbour Commissioners have ordered the removal of some small obstructions, which might possibly prevent impediments to the passage of such large steamers up the river at low tides, and have undertaken to maintain a depth of water ** throughout of six feet at the low-water standard of the chart constructed by the late Commander Wolfe, R. N.

We beg to observe, that, besides the works shown to be requisite at the three different ports, it will be necessary to take into consideration, at all the places, the buildings which will be required for storing, warehousing, repairing, machinery,

* See Plan, No. 7.

§ See Appendix, p. 39.

† See his Report, p. 55.

|| See Plan, No. 9.

** See their Letter, p. 62.

‡ See Plan, No. 8.

¶ See Mr. Long's evidence, p. 54.

machinery, &c. &c., and other purposes of the station, should any one of them at any time be selected for this purpose.

With respect to a harbour of refuge in connexion with the packet station, either of the ports of Galway or Shannon may be considered as such in their present state to any vessel properly found in anchors and cables. But to such as may have lost their ground tackling, or cannot depend upon it, the Shannon is to be preferred, as there are several places where a vessel may be safely run upon the mud, or she might run up the river, as a pilot would always be found in Carrigaholt Roads.

But to render the entrance of these places perfectly safe at night, it will be necessary to place the light, now on Arran Island, at the extreme point of the island which forms the entrance to the north channel of Galway Bay, to erect a light on the Finnis Rock in the south channel, and also to put a light on the Black Rock; and to render the Shannon efficient, a floating light should be placed on the tongue off Scatterry Island.

Lastly, as to the suitability of either of these ports for a Transatlantic Packet Station, requiring, as their Lordships have stated, the greatest regularity and dispatch, and to be accessible at all times of tide, both by day and night, and in all weathers.

We have bestowed much time and care in the collection of evidence which would serve to guide us in a question of so much importance and difficulty, and we regret to find that the additional evidence on this subject to that which has been already published in the Report of the late Commission, is of a less satisfactory character than we could have desired. Taken, however, in connexion with the mass of evidence before mentioned, we have to report as follows:—In the evidence taken before the late Commission we find, in page 11, it stated, that, “It appears from the evidence of the majority of the naval officers who have been referred to, that the navigation of the West Coast of Ireland is dangerous, particularly in the winter.

“The coast from the Mizen Head to Galway is, in nautical language, steep to, there being 100 fathoms of water at 18 or 20 miles off its outlying dangers. It is also subject to fogs and hazy weather, and to frequent gales of wind blowing towards a lee shore, with high Atlantic seas, and very uncertain soundings.”

And in the evidence of some of the most intelligent witnesses who have come before us, it will be seen that the facts here mentioned are in a great measure confirmed, so as to leave but little doubt that the West Coast of Ireland, which first receives the brunt of the westerly gales from the Atlantic, and which presents a line of coast immediately opposed to the prevailing wind, is subject to higher seas and worse weather than other parts of the British Islands not so situated, and that weather in which no vessel would be justified in running for a port, does appear to prevail to a greater extent off the western ports of Ireland than at other ports.

Under these circumstances we do not feel ourselves justified in recommending either of these ports as suitable to a service requiring the greatest regularity and dispatch, and under the necessity of being run for in all weathers, by day and night, being of opinion that if the required regularity were enforced it would be at a considerable risk; and in the event of any derangement to machinery, such as has occurred to the mail packets, this risk would be proportionably increased.

In favour of these ports it has been asserted that there is less chance of irregularity in the delivery of the mails from the precaution necessary to be observed at present in going up Channel to avoid collisions; whilst on the other hand it is thought that in the route to the Channel thick weather occasions less delay in making a landfall from the advantages which are presented by the various opportunities of hauling in for the land at some favourable moment, whilst running along it between Cape Clear and the Tuskar; whereas all this would be absolute delay on the route to the western coast, from the direction of the land lying at right angles with the vessel's course.

In these opinions, however, we regret to have to state that there is a want of unanimity in the Committee; one of its members thinking it probable that, although admitting the boisterous nature of the coast before mentioned, yet taking all things into consideration, the service would nevertheless be carried out at the Shannon with the same regularity, and with not greater risk, than

Report.

it would be if the station were at Liverpool, as at present, or at Holyhead, if completed.

Having now given the relative merits of the ports of the Shannon and Galway, and reported upon the works which we consider will be necessary to adapt them to packet stations for the large class of vessels which is considered necessary for this service, we beg to repeat that we have given a preference to the Shannon over the port of Galway, from the advantage it has in point of situation, and consequently of ready ingress and egress of the port, and the comparative safety with which the land may be made in cases of uncertainty of position, and also from the very small expense which would be necessary to adapt either of the two places mentioned in that river to the requirements of a packet station.

Of the two places in the Shannon which we have named as being either of them capable of adaptation to the service, we have given a preference to Foynes over Tarbert, on account of the natural shelter which is already afforded there, and of the readiness with which it may be adapted to the service; also on account of its being out of the way of vessels navigating the Shannon.

Tarbert Road is well known as the great stopping place for the trade of this river to Limerick, and the resort of vessels taking shelter from sea in bad weather; and an inconvenience might occasionally arise on this account. It would besides require a great outlay of money as compared with what would be necessary at Foynes, we therefore consider it would be desirable, in the event of a station being determined at either of the two ports of Galway or the Shannon, to adapt Foynes to the purpose; but it is the opinion of the majority of the Committee that neither of the ports of Galway or the Shannon are suitable to a service requiring the greatest regularity and dispatch; as from the nature of the coast, the prevailing winds and weather, and high seas, frequent delays both for daylight and for the weather to clear, will cause interruption in the winter months, especially to the regular arrival of the packets, although we do not think it will interfere much with their regular departure.

As regards a harbour of refuge in connexion with a packet station, either of the ports of Galway or the Shannon can be made efficient by the arrangement of lighthouses, which we have already mentioned in page 9.

The rough estimate of the expenses which will be incurred in adapting these ports respectively to the requirements of a packet station, based upon the Reports of Mr. Roberts, Mr. Gibbons, and Mr. Long, &c., which are placed in the Appendix, and are wholly independent of the buildings, &c. referred to in page 8, will be—

Galway, for a pier and basin, say	-	-	-	230,000 <i>l.</i>
Tarbert, for a pier and basin, say	-	-	-	75,000 <i>l.</i>
Foynes, for a pier and small breakwater, say	-	-	-	13,000 <i>l.</i>

and to connect these ports with the lines of railway at present constructed in connexion with Dublin, will require the additional sums—

For Foynes	-	-	-	-	96,000 <i>l.</i>
For Tarbert	-	-	-	-	137,000 <i>l.</i>

At Galway there is already a line to Dublin, but there will be some additional expense in extending the line from the present terminus to the pier, for which there are no plans, and we have no estimate, but as it will have to cross the stream from Lough Corrib it will be of consequence.

In the event of either of the ports being selected as a station, it will be proper to place a light upon the Foze Rock, off the Blaskets. In the evidence taken at Limerick, it will be seen by the masters of vessels trading from thence to America, and round Cape Clear to the eastward, that they would prefer a light upon this rock, even it were to be the occasion of the removal of the light at present upon the Skelligs.

We have, &c.

(signed) *F. W. Beechey, Captain.*
Henry Smith, (b) Captain.
J. Crawford Caffin, Captain.

A P P E N D I X.

Appendix.

G A L W A Y.

— No. 1. —

LETTER from Rev. *Peter Daly*.

Sir,
I HAVE the honour, agreeable to your desire, to send you the names of some witnesses whom the Harbour Commissioners submit for examination before the Committee.

23 June 1852.

Capt. Beechey, R. N.

I am, &c.
(signed) *Peter Daly*, Chairman.

LIST of Persons to give Evidence before the Committee.

Capt. Thomas King, of the "Lord Fitzgerald and Vesci."
Capt. John M'Donough, of the "Eleutheria," of London.
Mr. Joseph Evans, master pilot.
Mr. Edmund Duffy.
Mr. John Quinn, on the Admiralty Survey with Capt. Bedford.
Capt. Cosulich, of the Austrian barque "Kalk," now at the roadstead of Galway.
Samuel U. Roberts, C.E., district engineer under the Board of Works.
William Coen, a Maltese, now at the roadstead.
Capt. Williams, of the "Rhoda" of Milford, now in dock.

ADDITIONAL WITNESSES submitted 24 June.

Bartholomew Oliver, master of vessel.
Augustin York, master of vessel.
Capt. Enrico Leva Andri, now in dock.
G. W. Heman, Esq., C. E. M., Great Western Railway.
Christopher York, contractor for supplying materials for public works, Long Walk, Galway.
James Stephens, Esq., Merchants'-road.

(signed) *Peter Daly*, Chairman.

— No. 2. —

LETTER from Rev. *Peter Daly*.

Sir,
I AM requested by this Board to express the anxious wish of the Commissioners that the inquiry relative to the capabilities of this port entrusted to you and the other gentlemen of the Committee, should be conducted as that they may be present at the examination of the witnesses who will give testimony before your tribunal. It is manifest that formal queries will not elicit all the information so desirable upon this important inquiry, and that many questions affecting the vital interests of this port would be suggested by the Harbour Commissioners, who feel the importance of the inquiry to be such that they would not feel it would be otherwise satisfactory. Your kind reply will be anxiously looked for.

I have, &c.
(signed) *Peter Daly*, Chairman.

Galway Harbour Commissioners, 26 June 1852.

Resolved, THAT if the committee feel the evidence already offered has enabled them to form a correct judgment on the points of their inquiry, the Harbour Commissioners have no wish to protract their labours by sending up other witnesses, and suggesting respectfully, that when examining the bay and its approaches as proposed, in the "Geyser," the Committee would not pass by the various safety harbours which in the course of the inquiry have been mentioned. The Harbour Commissioners leave the case in their hands, requesting, however, that if in the course of their examinations anything should appear to alter their opinion, the Harbour Commissioners may have an opportunity of supplying other evidence after the return of the Committee to London.

(signed) *John D'Arcy*, Secretary.

Appendix.

— No. 3. —

LETTER from Rev. *Peter Daly*.

Resolved, THAT our chairman, Anthony O'Flaherty, and P. M. Lynch be deputed to wait on the Committee to tender the co-operation of the Harbour Commissioners in attaining the object of the Commissioners, and arrange with them the way in which the case of Galway may be made out with advantage.

Proposed by James Browne, Esq., seconded by James Fynn, Esq., and carried unanimously.

22 June 1852.

(signed) *Peter Daly*, Chairman.

Board Room, Harbour Commission.

— No. 4. —

MEMORANDUM for the Packet Station Committee.

Points on which the Packet Station Committee require information.

“A steam packet station will require: No. 1, A pier protected from all sea at which a steamer could lie at all times to embark and land her passengers; she would be about 300 feet long, and draw 20 to 22 feet water when loaded.”

Nos. 2 and 3. “A dry dock on which such a steamer could be docked, and have her bottom examined.

“A basin to receive such a steamer to load and unload cargo, take in coals, refit, and lie out of the way of ships in the anchorage; it should admit of these vessels going out when deep, say drawing 20 to 22 feet water.”

No. 4. “A pier of that description in No. 1, to be run off from the south end of Mutton Island, say 2,500 feet from high-water mark, rubble on the outside, and faced on the inside. The present lighthouse on Mutton Island to be removed to the end of the pier.”

No. 5. “Means of repairing machinery and boilers of steamers.”

No. 6. “A lighthouse on the Black Rock.”

I HAVE marked upon the enclosed tracing the site which I think best suited for a pier at which Transatlantic steamers could lie at all times to embark and land passengers.

I am of opinion that this pier (as marked in red upon the annexed tracing) should extend in a southerly direction from Mutton Island for a distance of 500 feet from low-water mark; that the landing quay should be 700 feet in length, extending in an easterly direction, with a projecting head 200 feet in length to afford additional shelter. This, I conceive, would afford a safe landing place at all times, and the cost of construction I estimate at 65,000*l*.

A basin and graving dock can be constructed on the eastern side of Mutton Island, on the site shown on tracing, in every respect suitable for transatlantic vessels. I have not been able to enter into the detail of the cost of this work, but am of opinion that a sum of 40,000*l*. would be sufficient for the purpose.

I estimate the expense of this pier and the removal of the lighthouse at 137,000*l*.

I annex a memorandum written sometime since for a friend of mine, relative to the means at present existing in Galway for the execution of iron-work, by which it will appear that no very adequate means exist for effecting any heavy repairs of the nature referred to; there is, however, no doubt but that immediately upon the necessity arising for such, either the present foundry masters or others would be found of sufficient enterprise to establish foundries and boiler factories suited to the transatlantic steamer requirements.

I have never examined the Black Rock, and cannot state what the expense would be of constructing a lighthouse upon it, but I believe no difficulty would be experienced in executing such a work.

Stone suited for the construction of the quays and docks referred to can be procured close to Galway of any size required, and upon most moderate terms, and peculiar facilities exist for the execution of masonry; sand and lime are on the spot, and the Galway masons have long been noted for their skill and efficiency.

The quay walls in the Lough Corrib navigation have been built at the following prices, including all materials:

Ashlar facing, per cubic yard - - - 18*s*.

Rubble backing - - - - - 4*s*. 8*d*.

I wish it to be borne in mind that in replying to the queries put to me, I have assumed that in the first instance a breakwater or mole would be constructed from the land to Mutton Island, as I have shown on plan; I estimate the expense of this breakwater at 50,600*l*., and am of opinion that it ought to be of such a massive character as to afford good shelter from westerly gales to the roadstead lying eastward of it.

Galway, 15 July 1852.

(signed) *Samuel U. Roberts*, c. z.

— No. 5. —

MEMORANDUM of Means at present Existing in *Galway* for Repairs of Steamers, &c.

THERE are three foundries in *Galway*; one, situated at the new dock, is the property of Mr. James Stephens, and is in a most convenient situation for effecting the repairs of steamers in the docks, but no water-power is available at its site. Some very heavy castings have been made in this foundry, but the proprietor has had no experience in the steam-engine or boiler-making line.

The second foundry is a small establishment, at which but a limited amount of work is executed. It is conveniently situated near the docks, and admits of extension.

The third foundry is situated in Cross-street, a very inconvenient and bad position in the heart of the town; the proprietors, Griffin & Brothers, intend to change their establishment, whenever there is a prospect of remunerative trade, to a site where water-power can be obtained for driving their machinery, by which means they will be enabled to execute heavy work at reasonable prices. The Griffins are millwrights who have had much experience in mill-work, but not in the steam-engine or boiler-making line. I employed this firm to make and erect the water-wheel and machinery at Newcastle, which work they have executed at very moderate prices, in a most workmanlike and satisfactory manner.

There is no punching, cutting, or planing machinery in any of these establishments.

Large steamers always carry duplicates of such portions of the engines as are most liable to be broken or to get out of order, and such parts could be fitted to their places by the millwrights at present employed in either of the foundries, under the superintendence of the head engineer belonging to such steamers. I am not aware that either of the foundry masters or their men have ever been engaged in erecting or even repairing the engines or machinery of large steamers, but this want of experience on their part might easily be obviated by their getting an experienced foreman or manager, and a small outlay would suffice to render either of the foundries sufficient for any repairs such machinery might require.

There is no boiler-maker's establishment in *Galway*, but that branch requires so little capital to commence, that it might be very easily attached to either foundry.

I think there is very reasonable grounds for supposing that if large steamers frequented the port, preparations would be immediately made for effecting any repairs that might be required.

As to the means available for repairing vessels, rigging, sails, &c., I have to state that the ships trading between *Galway* and America have always been repaired in *Galway*. A shipwright who built a large barge for me is at present engaged in the old dock in putting in a new keel, false keel and stern in a large foreign vessel which was bound for Limerick, but wrecked off Arran.

The Messrs. Murray of *Galway* have just built and fitted out in *Galway* a vessel of 200 tons burthen.

There are several rope manufactories and sail-making establishments.

It is, I understand, the intention of the railway company to have an establishment at *Galway*, with workshops adequate for the repairs of the engines and carriages.

I have not the slightest doubt but that if the establishments which I have described as existing in *Galway*, were found incompetent for the necessary repairs of steamers and their machinery, that the deficiency would be made up by the private enterprise of other parties.

15 July 1852.

S. U. R.

— No. 6. —

EVIDENCE TAKEN AT GALWAY.

QUESTIONS.

1. What is your name and occupation?
2. What has been your experience on the west coast of Ireland?
3. Are you acquainted with the ports of *Galway* and the Shannon?
4. Have you made either the port of *Galway* or the Shannon in thick weather, when coming from sea; if so, how often?
5. Would you in a steamer drawing 19 $\frac{1}{2}$ feet water, run for either *Galway Bay* or the Shannon in thick weather, not having had observations for a day or two previous, trusting to the deep-sea soundings?
6. Is the Bay of *Galway* or the Shannon of such a nature that you would run for them in clear weather either by day or night, in a steamer, without having made any previous landfall?
7. Are the soundings off either the Bay of *Galway* or the Shannon a sufficient guide to those ports in thick weather; and if so, can you state the peculiarities of the soundings?
8. Can you state the depths of water at 5, 10, 20, 30, 40 and 50 miles seaward, giving the nature of the bottom and position of such soundings?

Appendix.

9. Are you acquainted with the set of the tides off the western coast of Ireland; if so, state how they run, and whether they would be likely to throw a ship out of her course in making the land, to those who were acquainted with the Shannon, more particularly at the mouth of the Shannon?
10. If you were off the coast with a westerly gale and thick weather, and had to run for a port, which port would you prefer making, Galway or the Shannon?
11. Have you ever known any vessel obliged to keep the sea or run for other ports, in preference to Galway or the Shannon, on account of bad weather?
12. Do you think it would be safe for a steamer 290 feet long, to heave-to for soundings on this coast, in a gale of wind from the westward?
13. Would you depend upon the soundings obtained under these circumstances?
14. Are there any good landmarks about either Galway or the Shannon, by which you would be certain to distinguish the situation of either of these ports, and which do you think the most remarkable?
15. Have you ever run for Galway Roads or the Shannon, in a gale of wind blowing right in?
16. If you were in command of a steamer drawing $19\frac{1}{2}$ feet, having passed the Arran Islands or the Blaskets, would you have any hesitation to run for Galway Roads or the Shannon in a gale of wind blowing right in, at night or in thick weather?
17. Is the holding ground good in Galway Roads?
18. Have you ever known vessels drive in the roadstead of Galway?
19. Do the gales blow home to the roadstead of Galway?
20. Does the heavy sea or swell in westerly gales of wind come home to Galway Roadstead?
21. Is there much sea or swell inside of Mutton Island under such circumstances?
22. Is the roadstead of Galway safe for a steamer of $19\frac{1}{2}$ feet water and 290 feet long, to lie at anchor during all times of tide and in all weathers; if not, could any practicable arrangement of piers make it so?
23. Do you know any part of Galway Bay that could be more easily made available for a packet station than Galway Roads?
24. Could a steamer drawing $19\frac{1}{2}$ feet go to sea with safety in all weathers?
25. In the present state of Galway Roadstead, could steamers drawing $19\frac{1}{2}$ feet embark or disembark passengers and mails in any weather; if not, what practicable arrangements could be made to render it so?
26. What is the usual character of the weather in summer on the west coast of Ireland, and what in the winter?
27. Does thick and misty weather often occur on the western coast of Ireland, and do they accompany the gales?
28. Are fogs of frequent occurrence?
29. With what wind does the misty weather mostly prevail?
30. Can you state the prevailing winds at the different seasons of the year?
31. What wind sends the heaviest sea into Galway Roads, and into the Shannon?
32. Is the sea heavy outside the Arran Islands, and between the Blaskets and Slyne Head, and does it usually precede the gales?
33. Is the sea heavy in gales of wind, between the Arran Islands and Mutton Island, and between Loop Head and Brandon Head?
34. Which do you consider the safest of the Arran Channels to run through in bad weather?
35. Have you been at sea on this coast during the winter months; if so, state your experience of the weather and the sea?
36. Do the gales which arise on this coast blow with violence, and do they last long?
37. From your experience on this coast during the winter months, do you think that the wind and sea and dark misty nights, in heavy gales, would be likely to prevent the regularity of the arrival and departure of the mails, supposing either the ports of Galway or the Shannon was made a packet station?
38. Do you know any objection to making Galway or the Shannon a packet station?
39. If a vessel was embayed between Slyne Head and the Blaskets, which would be the safest port to run for, Galway or the Shannon, supposing she could reach either, having no pilot on board?

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ANSWERS TO QUESTIONS.

No. 1.—Answers, 22/23 June 1852.

1. TIMOTHY KELLY, commanding revenue cutter "Amphitrite."
2. From about 15 to 20 years, "off" and "on."
3. Yes; but how often, I cannot say, as I have been in and out so frequently that I consider myself thoroughly acquainted with both ports as far as Scatterry Roads, in the Shannon, and Galway Harbour.
4. Yes, I have, very often.
5. No; I might be to the southward or northward of Galway Bay.
6. See Answer No. 16.
7. I have never made a passage from America and outside of Arran Islands in thick weather; I may be a little to the northward or southward of Galway Bay, and under these circumstances I should not like to trust to the soundings in thick weather, blowing hard.
8. I cannot speak from my own knowledge.
9. Outside of the line of the Heads of Slyne and Blaskets it sets south with the ebb and north with the flood, to the best of my judgment; at 10 miles off perhaps one knot at the springs, near the headlands $1\frac{1}{2}$ knots.
10. If I was obliged to do it, I would prefer Galway, being the safest to make.
11. I do not recollect.
12. I have never served in a large steamer, and I do not know what they can do.
13. Not put.
14. There are in making Galway in clear weather, viz.: Bunowen Hill, a remarkable one, the Twelve Pins of Connemarra, Roundstone Hill, and the Brandon Hills. In coming from sea, I think, from the land-marks, I could make Galway easier than the Shannon.
15. Yes, I have very frequently; when cruising off the coast in very bad weather, sometimes thick, not getting a glimpse of the land, I have run for Galway Roads for shelter.
16. If the weather was clear and likely to keep so, and that I could see the land, I should have no hesitation by day nor by night; if the weather was clear that I could see the land and light, I would have no hesitation to run for Galway, and bring my ship to

Appendix.

in Galway Roads; but if the weather was thick or likely to become so, I would keep the sea, thinking it unsafe to run; but if I got it inside Arran Islands, and the thick foggy weather came on that I could not see land or light, I would endeavour to keep my position under the Arran Islands till the weather cleared; but if a light was placed on Blackrock and I was outside the Arran Islands, I should consider it safe to run for it on the chance of making it; if I could see it I should be sure of getting hold of Mutton Island light.

17. Very good.
18. Yes, sir, but as far as I could ascertain the ground tackling was bad.
19. They do.
20. Not so much as outside, as the Islands of Arran form a natural breakwater.
21. There is, blowing a gale of wind.
22. Yes, if she had good tackling.
23. No.
24. I have had no experience in large steamers.
25. With proper boats I think they could.
26. Variable; in the summer gales spring up suddenly, sometimes with misty, hazy weather, and in the winter strong gales are common, sometimes lasting two or three days, with misty, hazy weather.
27. In the winter time it is misty and thick.
28. They are, but I think there is more fine weather than fogs.
29. Generally, with south-westerly.
30. In the summer variable, in the winter from south-westerly to north-westerly.
31. From south to west-south-west.
32. It is heavy, and it rises very quickly at times. It usually precedes.
33. When blowing a gale of wind it is.
34. It would depend on whether I made the land to the northward or southward of Arran; of the two I would prefer the south.
35. Occasionally during the winter, watching an opportunity for fine weather. It is boisterous in the winter time.
36. They do; sometimes they last one, two, or three days.
37. In the winter season it might so happen, but not very often, to the best of my judgment; but in May, June, July, August, and probably September and October, there would likely be no detention.
- 38.
39. Galway.

No. 2.—Answers, 23 June 1852.

1. John Harding, commander, R. N.
2. I have been employed from Sheep Haven to Donegal Bay, in surveying the coast, from the year 1832 till 1835.
3. I am acquainted with the Port of Galway, surveying it under Captain Bedford from 1845 to 1848, since which time I have been living in the neighbourhood of Galway. I do not know anything of the Shannon.
4. Never from the outside of Arran Islands.
5. From what I know of the coast, I should not like to do it unless the characters of the soundings were very marked, of which I have no knowledge.
6. If it was night and thick weather, I would wish to delay till morning, and proceed cautiously, but in fine weather I should think it safe to run up at any hour.
7. I have no knowledge of the soundings outside the Arran Islands.
8. See Answer 7.
9. I have no recollection of the set of the stream in the offing.
10. I have no knowledge of the Shannon.
11. Never to my knowledge.
12. I think it might be hazardous in rounding to, in a very heavy gale and high sea, yet necessary to obtain soundings. I have had no experience in large steamers under such circumstances.
13. If the heaving to were effected, I think I might depend upon the correctness of the soundings.
14. I think there are good landmarks about the Bay of Galway, viz., the high mountains of Connemarra, the Arran Islands, and the cliffs of Mohur or Hag's Head to the southward of the Bay. I was never off the Shannon.
15. I have entered it when it was blowing very strong outside.
16. No, provided I saw my way; and if I could not see my way I would not hesitate in proceeding carefully with the endeavour to make the light.
17. Yes, it is limestone mud.
18. Yes; I remember two merchant vessels in about 1846 or 1847, one of which lost her foremast, the other, an American vessel, went ashore; this was, in my opinion, not the fault of the holding ground; these ships were lying at single anchor.
19. I do not think they do always.
20. Not inside the islands, but on the Arran Islands it breaks very heavily indeed.
21. No; there is occasionally at high water, but not much.
22. I think 19½ feet water is rather too deep a draft of water, unless Government is disposed to project a breakwater from the south point of Mutton Island; the roads would moor, say three steamers, drawing 17 or 18 feet in safety.

23. I do

23. I do not; there are places that might be available for repairs of vessels or coast trade.

24. Generally speaking she could, but it would happen occasionally that she would be delayed by the weather.

25. In the present state they must be disembarked by boats, or a small steamer of light draft of water would be necessary.

26. Weather variable in summer, winds generally from south-west and north-west, moderate and fresh breezes, weather generally the same as over the British Isles; in winter occasionally very heavy gales of wind, attended with rain from the southward, and then clears off to the north-west, and blows in heavy squalls stronger than before, the gales lasting probably four or five days before and after the spring tides.

27. I think it is much the same, not in general, but there may be cases of heavy gales in winter, as I have said in my answer to No. 13, which may delay the mails.

28. No.

29. From the southward.

30. Between south-west and north-west.

31. West-north-west.

32. I have no experience outside Arran Islands, but off Slyne Head it does; the summer swell is not near so heavy as the winter's, and subsides more quickly.

33. There is some sea, but the ocean swell is mostly cut off, and towards Mutton Island at low water the swell is but little.

34. I prefer the southern channel.

35. I was once off the west coast of Ireland in November 1833 in a hard gale from south-west to north-west running from the Bay of Donegal to Lough Foyle in a small cutter of 29 tons, at night.

36. They do, and they sometimes last long in the winter.

37. Should it be desired, I do not see why it should not be effected, as the western parts of Ireland lie so much nearer to America; but it is probable that the regularity of the mails might be sometimes interrupted by severe gales in any of the ports of the western part of Ireland.

38 & 39. I think it would much depend upon her situation whether she were well to the northward near Slyne Head, or to the southward of the bay; in the former case Galway might be made, if the latter the Shannon.

40. I can only give my opinion as a seaman, but I may not be able to give a good judgment upon all the required capabilities of a packet station, other places being unseen by me.

41. I think Galway might be rendered available; the entrance well lighted, dangerous parts buoyed, a good system of pilotage off the Arran Isles, and good moorings laid down, and large steamers of 19 $\frac{1}{2}$ feet draft would require some protection thrown out from the south of Mutton Island to allow of them to ride in a greater depth of water than 23 feet.

(signed) *John Harding.*

I have to remark that in a gale of wind in 1847 so much water was driven into the bay as to cause the high water neap tide to be two feet higher than a winter spring tide.

No. 3.—Answers, 23 June 1852.

1. Lawrence Moore, harbour-master of the port of Galway.

2. Was formerly master mariner for seven years, out of the port of Galway, trading to North America and the States, and coasting.

3. I am of Galway, but not of the Shannon.

4. I never saw it so thick but that I could make the land.

5. If I could not see more than a mile off, I would not like to run.

6. I would, decidedly, if I knew I was between the Slyne Head and the Blaskets.

7. I think they are. The south-west side in the offing is sandy, and the soundings to the northward are gravelly; at least so I have found them.

8. Sixty miles due west of the Arran Islands, I should expect from 60 to 70 fathoms sand; 30 miles, about 45 fathoms; five miles off, about 20 or 25 fathoms.

9. I do not know of any tide outside.

10. I would prefer decidedly Galway.

11. No; and I do not know of any running in preference to any other port

12. Not being acquainted with steamers, I cannot say; but I would round a sailing vessel to for soundings.

13. I would within eight fathoms.

14. There are. Galway: Twelve Pins of Connamarra, Skird Rocks, Errisbeg Hill, Brandon Hills, and North Isle of Arran. For the Shannon: Brandon Hills.

15. I have. Blowing a gale from south-west, in the barque "Irvine," of 500 tons, 14 $\frac{1}{2}$ feet; the "Recovery," of 400 tons, 13 $\frac{1}{2}$ feet, and brought up in the roadstead with single anchor.

16. No, not any, by night or by day.

17. From my own experience, I think it is as good as any I have experienced.

22.

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18. Yes,

Appendix.

18. Yes, I have. An Austrian brig drove from her anchor being foul, by pilot's statement. She went on shore on Hare Island, and went to pieces.
19. Inside the Arran Islands, I think there is less wind.
20. No; it does on the Arran Islands, but not through the channels. A ship might be at anchor in any part of Galway Bay under such circumstances.
21. No.
22. Yes.
23. No.
24. Yes, at all times, and in all weathers.
25. Yes, in a good boat it would be possible.
26. In the winter we usually have moderate westerly winds, sometimes strong breezes; gales occasionally, but not often. In the summer, variable winds, never amounting to a gale, during June and July. In the winter, rain occasionally, but not thick. I have seen it a fog, but not to last more than an hour or so. In the summer, not so much rain; I have not seen fogs, but occasionally mists.
27. As far as my own experience, I have found it thicker in the English and Irish Channels, than I have found it off the coast of Galway. It is not frequent.
28. No; they may last for an hour.
29. No, not generally; but heavy rain.
30. In the summer, variable; in the winter, from west to north-west, occasionally south-west; the heaviest is from west-south-west.
31. West-south-west.
32. It is in a gale; it does not get up quick.
33. Not a very heavy sea.
34. I prefer the North Channel.
35. I have frequently. I ran through the North Sound of Arran Islands in a gale of wind in thick weather; the general character of the weather is moderate, and the coast is bold. The sea runs heavy, with a westerly wind on-shore.
36. They blow hard from south-west, but in a shower of rain they veer round to the north-west in a squall and clear up, and it becomes moderate; the gales last from 12 to 24 hours.
37. A ship of that sort can approach it night or day, and come down the bay at all hours, and land the mails and passengers.
- 38 & 39. Galway, decidedly. I would not run for the Shannon, because I do not know it, and because I have heard from other masters that with a north-wester and an ebb tide I would swamp my ship of 500 tons; and the narrowness of the channel too would prevent my running for the Shannon.
40. There is smooth water and safe anchorage, convenient communication with the shore by boat. There is no convenience for repairing a steamer of those dimensions in Galway at present, nor for repairing machinery; nor are there proper wharfs or basins for such large vessels. The present basin could safely admit a vessel drawing from 16 $\frac{1}{2}$ to 17 feet water, and the width of gates is from 55 to 56 feet.
41. A breakwater from Mutton Island in a south-east direction, a dry dock, a pier from Mutton Island to the shore, a light vessel on the Santa Margarita Rock, a stone perch on Black Rock.

(signed) *Lawrence Moore.*

No. 4.—Answers, 23 June 1852.

1. Coleman R. Broughton, Esq., resident at Innislacken.
2. Resident on the west coast of Galway Bay for the last 16 years. I am not a sailor by profession, but I have been at sea in the early part of my life for four or five years. I have been constantly fishing off Slyne Head and Arran Islands for the last 15 or 16 years, for my own amusement, in a boat of from five to ten tons.
3. I am very well acquainted with Galway, but not with the Shannon.
4. In my boat, when 30 or 40 miles off the land, I have frequently run for the Bay of Galway in thick weather, but I never met the weather so thick that I could not see the land four or five miles off. I generally took advantage of fine weather for going out, and was out sometimes three or four days.
- 5 & 6. Not put.
- 7 & 8. I have no knowledge of the Shannon, nor of the soundings to the southward of Arran, but I am acquainted with them between Arran Islands and Boffin Island. I was led to accompany Mr. Alexander Nimmo (nephew of the great civil engineer of that name), in search of a bank which his uncle had got soundings upon. In order to find this bank we sailed from Round Stone, and stood to the westward about 35 or 40 miles, and got soundings in about 50 or 60 fathoms, and then sounded occasionally for nine or ten miles in a north and south direction, during which time we had about the same depth of water. I have occasionally fished between this bank and Slyne Head, and I know the depths of water by the buoy line we had out. This bank is all clean sand, and between it and Slyne Head the bottom varies with ridges of clean sand, with pieces of broken coral rock between, which we brought up with the lines. At about 10 miles off Slyne Head there is about 35 to 40 fathoms; at about 15 to 20 miles from 50 to 60 fathoms, deepening towards the bank above mentioned. About 20 or 30 miles in a south-west direction off Slyne Head there will

will be about 50 fathoms; from this spot towards Mal Bay, as far as Arran Islands, the soundings would vary from about 45 to 35 fathoms, and I think the ground generally would be sand and shells. This kind of ground extends towards the shore until within 15 miles of the coast, when you meet the before-mentioned broken coral pieces of rock.

9. I am not acquainted much with tides here, but I think there is no tide at nine or ten miles from the land.

10. I have no knowledge of the Shannon.

11. Never with a fair wind.

12 & 13. Not put.

14. There are for the Bay of Galway, of which the most remarkable are the Twelve Pins of Connemarra, Errisbeg Hill, Slyne Head, and Arran Lights and Cashel Hill, which may be seen a long way at sea.

15. Not put.

16. Not the slightest; I think I should steer her course by the land, but I do not know the courses.

17. Yes.

18. Yes, I have one or two; one was with a foul anchor, and the other had only two or three boys on board, and could not veer.

19. I do not think the gales blow so hard in the roadstead as outside.

20 & 21. If a vessel were properly moored under Mutton Island there is no sea that could break her adrift, or in the most exposed part of the roadstead.

22. See 20 & 21.

Q. Are you able to give an opinion on the capabilities of Galway Roads for a packet station, and are you able to give a competent opinion as to the requirements for a packet station?—A. I am not able to give an opinion.

23. I do not know of any place better adapted than Galway Roads.

24. I should say so.

25. I have no hesitation in saying that passengers and mails may be embarked and disembarked in the present state of the roadstead in any weather.

26, 27, & 28. In summer, changeable, fair weather, light winds generally, no fogs, misty rain for a few hours sometimes, but not often; I could see six or seven miles off the land in this weather. In winter, generally clear weather; westerly winds prevail; there is some rain, very little mist, never saw a dense fog on this coast, fogs do not prevail; the winter mist is not so dense as the summer, nor of so long duration; gales are not of frequent occurrence; when they begin they last about 24 hours; they commence about south-west, and draw round to north-west in showers, and clear off.

29. I should say south-south-west.

30. Spring, I think west-north-west; summer, variable; autumn, westerly; winter, from south-west to north-west.

31. I should say a westerly.

32. I have never been out in a heavy gale of wind; sometimes along shore the sea breaks before the approach of the gale.

33. There is no sea that I could not have run down it in a half deck boat of eight or ten tons.

34. I consider them all safe except Foul Sound.

35. I have in a vessel of 300 or 400 tons, when a boy, leaving Galway for three or four voyages to America and London.

36. See answers 26, 27, and 28.

37. So far as my experience goes, I do not see any difficulty. If I could get soundings on the banks that I am acquainted with, I should have no hesitation in running at all times and in all weathers for Galway Bay.

(signed) Coleman R. Broughton.

No. 5.—Answers, 23 June 1852.

1. Q. What is your name and occupation?—A. John Hinton, lighthouse-keeper, Mutton Island.

2. Can you give any information on Galway Roads, with respect to the sea in heavy weather?—A south-west wind is the worst wind we find at the lighthouse, and that which raises the heaviest sea. In 1839, 6 January, at neap tide, the storm was awful, and I am of opinion that if it had been a spring tide, the whole lighthouse and buildings would have been carried away by the high sea. In 1847, 24 January, at spring tide, we were visited by another storm and high spring tide, which knocked down the walls, and carried away the lighthouse boat, and some empty casks, the wind south-west to north-west. In 1851, 16 January, a south-east wind blew very strong, and broke away the bank between Cladagh and Nimmo's Pier. The wind blowing from Hare Island.

3. Are these heavy seas and storms of frequent occurrence?—No, they are not.

4. Have you frequent south-west gales at the lighthouse?—Yes, in the months of January and February.

5. Are the gales that you speak of attended with thick weather?—Yes, in general it is thick weather, I think in 1847 the weather was so thick that we could not see the vessels at anchor in the roads, from Spoon Drift.

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6. Have

Appendix.

6. Have you ever known any vessels driven from their anchors in Galway Roads?—Yes; the first I knew was the “Lively,” of Galway, she drifted to Hare Island, but was afterwards got off. A Greek vessel was totally wrecked, and another vessel (a Swede) was driven on Hare Island and was towed off by a steamer.

7. Does a heavy sea in gales of wind roll in upon Mutton Island?—If it is a westerly wind, which are the most general, the seas are not so heavy, but with a south-west wind they are very heavy; I mean the usual gales.

8. Is there much sea inside Mutton Island during these gales, at high and low water?—No, I do not think it is rougher than I have seen in other similar harbours; but a heavy sea comes round the southern part of the island.

9. Does a south-east wind throw much sea upon Mutton Island, so as to prevent a steamer lying alongside a pier if constructed there?—I never saw much sea with that wind, except on the before-mentioned occasion; I never saw any vessel drive with that wind.

10. Do fogs prevail in this harbour?—No, not in general.

11. Does misty weather prevail?—It does.

12. How far can you generally see in these mists?—About a mile.

(signed) *John Hinton.*

No. 6.—Answers, 23 June 1852.

Q. What is your name and occupation?—A. Francis Moore, chief boatman, Coast Guard. I am not a seafaring man.

Where have you been principally stationed, in or near Galway Bay?—On the North Island of Arran for 13 years, at Barna Station 2 years, at Ballyranghan 11 years, at Fairhill one year.

What is the usual kind of weather in summer and winter outside the islands of Arran?—Summer, sometimes very fine weather, at others fresh breezes; very few gales or fogs; winter, breezes stronger, but very few gales. It very seldom occurred that I could not come up from the Arran Islands in a hooker.

Does thick and misty weather often occur on the western coast of Ireland, and does thick and misty weather accompany the gales?—Thick and misty weather is common with south-west winds, and when the wind changes to north-west it clears off.

(signed) *Francis Moore.*

No. 7.—Evidence of Mr. *Fitzgerald*, 24 June 1852.

Q. What is your name and occupation?—A. Francis Fitzgerald, Lloyd's agent at Galway for the last 40 years or longer.

What is the extent of your station as Lloyd's agent?—From Galway Bay, south side, to the Killerries.

Do you know of any wrecks, or vessels which have been damaged by being driven on shore in Galway Roads?—So far as I can remember there were only two, these were driven on Hare Island; one was the “Lively” of Galway, about 200 tons register; she was afterwards got off, having sustained some damage; the other was a Greek brig; she was totally wrecked.

What amount of wrecks have taken place at your stations during the last 10 or 12 years?—I think about 10 or 12.

Does this include all the wrecks or only those you were called to look after as Lloyd's agent?—All the wrecks.

(signed) *F. Fitzgerald.*

No. 8.—Answers, 24 June 1852.

1. Joseph Evans, licensed pilot of port and harbour of Galway.

2. I have been acquainted with the bay for about 20 years; made several voyages across the Atlantic, both in sailing vessels (237 to 346 tons register), and in steamers of the Cunard Line, viz., “Hibernia,” “Britannia,” “Caledonia,” and others, as passenger.

3. I am acquainted with Galway, not with the Shannon.

4. Yes, Galway once in thick weather. We lay to for about an hour, to determine our position by the soundings, and until we could see the light. The wind was at the time a double reefed topsail breeze.

5. If the soundings were not properly laid down, I would not run in thick weather for any port, if I did not know my position.

6. I do not know about the Shannon, but I would run for Galway, no matter how it blew, at any time, day or night.

7. I never hove to for soundings more than twice off Arran, but I think I would grope my way to Galway. Coming home from St. John's, New Brunswick, in the “Cushlamachree,” of Galway, 327 tons, having had no observations for three days, we hove to in the parallel of Galway, and sounded in about 90 fathoms, 60 or 70 miles west-north-west from Arran Islands, and then ran from 7 a. m. to 7 p. m., and sounded in 54 fathoms. The weather was thick then, and we hove-to, to see the light of Arran, which we saw in half an hour and ran in.

Q. If

Q. If the weather had continued thick, and you had not seen the light, what would you have done?—Kept her off till morning, or run till it cleared. I am not sufficiently acquainted with the soundings to answer this question.

As pilot of the port of Galway, have you ever heard that the soundings to the westward of Arran Islands are of such a nature as would in thick weather lead you to know for certain that you were running for the port of Galway?—I have (*see* John Quinn, who was with Captain Bedford in the survey of Galway). Owen Jones, fisherman of Claddagh, I think, might give information; see also Owen Hynes.

8. I cannot.

9. No.

10. Galway, but I do not know the Shannon.

11. Never that I heard of.

Q. Do you think a disabled steamer in any weather could safely run down to make the Arran Islands, provided she knew where she was?—**A.** I think she could safely make them.

12. I think it would be safe.

13. I would within 10 fathoms.

14. Outside of Galway there are, viz., Errisbeg Hill, Twelve Pins of Connemarra, Slyne Head Light, Arran Islands and Light, and Hag's Head. I could see the Twelve Pins and Errisbeg farthest by day, and the Slyne Head Light by night.

15. I have for the Galway Roads.

16. If I could get hold of Black Head I would not hesitate to run for Galway Roads, steering east $\frac{1}{2}$ north; and it should be a very dirty night indeed that I could not be sure of making Black Head.

17. Cannot be better.

18. I have, sir, some years ago, with a gale of wind from south-west to north-west.

19. Yes, I should say so.

20. Not with westerly winds, but south-south-west to south-west sends in a pretty good lump of a sea in a gale.

21. With a south-south-west and south-west wind, yes.

22. I think not at present, but I think a pier or breakwater would protect them.

23. I do not know of any part of the bay better adapted than Galway Roads.

24. Yes.

25. Yes, mails she could, but not ladies or children; a breakwater or pier from Mutton Island, south end.

26. In summer generally fine weather with moderate breezes. In winter sometimes strong close-reefed topsail breezes, occasionally heavy gales (December and January are the worst months).

27. No, not often, but with a south-westerly wind it is generally thick; the north-west winds are clear.

28. No.

29. Southerly or south-west.

30. Spring, sometimes long spells of easterly; summer, variable; autumn, westerly; winter, south-west to north-west.

31. South-south-west to south-west.

32. Sometimes; it does usually precede gales of wind at sea.

33. No, sir; a ship can always ride in any part of the bay, inside the Arran Islands, in any gale of wind.

34. I consider either perfectly safe; it depends on which sound I'd make first.

35. Yes, in all weathers in winter for the last 20 years.

36. They blow with violence, but do not last long; 24 hours is the longest I ever recollect; ordinary gales generally last two or three days.

37. I know no objection.

38. I am not sufficiently acquainted with the Shannon, but I should prefer Galway from what I know of it.

39. I should prefer Galway.

40. In its present state Galway has not all the requirements for a packet station with respect to docks, breakwater, and landing-piers.

41. What I have said before (No. 40).

(signed) *Joseph Evans.*

No. 9.—Answers, 24 June 1852.

1. Henry Leigh, chief officer of Coast Guards; formerly of East India Company's service.

2. I have been living here for the last three years and a half, employed in the coast guard service, but have no experience outside Arran Islands.

3. I am acquainted with Galway Bay.

Nos. 4 to 15 inclusive, omitted.

16. Not the least in any fine weather, night or day; if the weather was so thick that I could not see the land or lights, I would bring her to an anchor under Black Head, or in any part of the bay.

17. I never saw a ship drift in it more than a few fathoms.

22.

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18. I have

Appendix.

18. I have known a light Greek brig drive on Hare Island in 1850.
19. Yes, quite as heavy as outside.
20. Not to the roads, but comes as far as the lighthouse, Mutton Island.
21. Not much.
22. I consider it perfectly safe at all times of tide, and in all weathers.
23. I do not, as I am not acquainted with the other parts of the bay.
24. I have no doubt but she could.
25. I have no doubt but she could embark and disembark her passengers and mails by means of a hooker, at all times and in any weather.
26. In summer, generally fine, during the period that I have been here; in winter, generally blowing strong from southward to northward.
27. I have not seen much thick weather inside.
28. No.
29. With easterly wind.
30. Spring, about from east to east-south-east; summer, about from east to north-east; autumn, south-west; and winter, south-west.
31. South-west.
32. Cannot answer.
33. I have seen it very heavy; but never so heavy as to prevent a ship's anchoring in the middle of the bay.
34. I do not know them.
35. Not put.
36. The longest gale of wind that I have known lasted two days. In the winter they blow very hard.
37. I do not know any obstacle whatever.

Q. Have you ever commanded or served in a large steamer, and if so, how long, in what capacity, and what was the name of the vessel?—A. I served for one year and a quarter as third officer of the "Solway," West India Royal mail steam-packet, and three months as second officer of the same ship.

From your experience, would you, if you were in such a steamer off the coast of Ireland, in a gale of wind on shore, and so dark that you could not see the lights or land, consider it safe to run for Galway Bay?—I would not, under those circumstances, not even if I were well acquainted with the soundings.

Would you run for Southampton?—Yes, as far as St. Helen's, because the soundings would be a guide.

As you are acquainted with the nature of the packet service, and the importance of regularity in the delivery of the mails, do you think a packet station at Galway would allow the same regularity as Southampton?—I should say one port is equal to the other.

Do you think them equally safe?—I do.

Which would you prefer to run for?—Southampton.

(signed) *Henry Leigh.*

No. 10.—Answers, 24 June 1852.

1. John M'Donough, late master of the "Eleutheria," of London.
2. I have been sailing out of this port as master of different vessels for the last 18 or 20 years.
3. I am, both.
4. I have often made both in weather that I might see four or five miles, but not in a fog.
5. I would in a steamer if I could see three miles off; presuming that a steamer could make her way off a lee shore, I would do this in a gale of wind.
6. Yes, I would for Galway, but in making Loop Head I have always found a mist over the lighthouse, and would not run for it so confidently as I would for Galway.
7. I do not think the soundings are of such a nature that I would venture to run for either port under these circumstances.
8. No, I cannot, without the chart, but I have sounded in 70 fathoms at about 60 miles off the islands of Arran, with sandy bottoms; I sounded again at about 40 miles off and found sandy bottom mixed with shells, in about 50 fathoms; this is to the best of my recollection.
9. I am, sir; I have never perceived much of a current at 60 miles off Arran; if any, it is caused by the wind from the southward. They are not likely, with due allowance, to throw a ship out of her course.
10. Galway.
11. I have not.
12. I do not know anything of steamers, but I have never found it dangerous in any vessel I commanded.
13. I would.
14. There are; viz., at Galway there are the Twelve Pins of Connamarra, which, I believe, are the most remarkable landmarks I have ever seen, having the appearance of a cock's comb from seaward; then the Errisbeg Hill, the North Island of Arran, and the Arran Light,

Light, Slyne Head Light. I have seen the Twelve Pins of Connamarra 70 miles off. At the Shannon there are the Brandon Hills, which I have also seen 70 miles off.

15. Never for the Shannon, but for Galway I have.
 16. I would if I could see a quarter of a mile, or anything at all ahead.
 17. No better, sir.
 18. I have, sir; there was a brig and schooner during a remarkable gale in 1839.
 19. I cannot say.
 20. No.
 21. No.
 22. I should say so.
 23. No.
 24. Yes.
 25. I think they might.
 26. In summer, generally fine; in winter, generally clear; gales are pretty frequent, but not thick weather.
 27. Not often; very seldom any thick weather occurs on this coast. There was only twice that I remember any thick weather, and in each of these cases I ran in for Galway.
 28. No.
 29. Southerly.
 30. Spring, east to north-east to west; summer, west to east; autumn, easterly; winter, west to south-west.
 31. South-west.
 32. About the same as it is in the offing. I have often been in the English Channel, and I found as much there. I do not think the swell usually precedes the gale.
- (signed) *John M'Donough.*
33. No, I think a merchant vessel could always bring up in any part of the bay.
 34. I would take either; the north and south are best.
 35. I have frequently, for the last 17 or 18 winters, in the coasting and North American trades.
 36. They do not generally blow with considerable violence; I have only known two; the heavier of these two lasted four or five hours. The ordinary gales last 24 hours, or thereabouts.
 37. Nothing could prevent a steamer coming into Galway but dense thick weather, and no thick weather could prevent her going out; this dense thick weather very seldom occurs; I have never experienced it, and I have never in all my experience been obliged to heave-to for daylight, or on account of thick weather, in making the port of Galway.
 - 38 & 39. I should say Galway, because you have clear passages to run through for Galway, and the width of these and the entrance of the bay make Galway more accessible than the Shannon.

Q. Do you think a steamer disabled in her machinery, in any weather could safely run down to make the Arran Islands, provided she knew her position?—A. I think she could with the greatest safety.

(signed) *John M'Donough.*

No. 11.—Answers, 24 June 1852.

1. William C. Coen, Maltese agent for foreign vessels at Queenstown. I am not a seafaring person.

2. This is the first time I have been to Galway; I have been residing for 16 months on the Shannon, and I used to go occasionally to Carrigaholt to get the agency of ships.

Q. Do you know the case of any foreign vessels having arrived in the Shannon, which were disabled by loss of masts or otherwise?—A. Not to my knowledge, during the time I lived there.

Do you know of any foreign vessels meeting with any damage through stress of weather or sea, at either of the anchorages in the Shannon?—I do, on several occasions at Grass Island; vessels frequently drift ashore when there is a breeze; at Foynes vessels only anchor, never discharge their cargoes; at Tarbert, I cannot say; at Scatterry, I cannot say; at Carrigaholt, I cannot say. In about January last four vessels, viz., one Maltese, one Austrian, one Greek, one Russian, each from 200 to 300 tons, were more or less damaged by wind and tide.

Which anchorage do masters of foreign vessels like best in the Shannon?—They prefer Tarbert to come to anchor before going up the river to discharge.

(signed) *William C. Coen.*

No. 12.—Answers 24 June 1852.

1. John Cosulich, master of the Austrian barque "Kalk," 360 tons register.

Q. What is your experience on the coast of Ireland?—A. I have been once in the Shannon, and once in Galway; had a pilot on board each time.

22.

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10. Galway.

Appendix.

10. Galway, ten thousand times; because it is much more clear; no danger at all, and when at sea, if you see Arran Island you have 30 miles to go in a clear course; the tides are not so strong in Galway; and when going up the Shannon if two or three vessels are in company in the narrow parts, if either of them sheers a little, some one of them must go ashore.

Q. Which do you prefer, the west coast of England, or the west coast of Ireland to make?
—A. The west coast of England, because the seas are not so high; I consider Falmouth and Cork to be alike to make; I prefer Falmouth to any port in the west coast of Ireland.

(signed) *Gio. Matt. Cosulich.*

No. 13.—Answers, 24 June 1852.

1. William Williams, master of the "Rhoda," of Milford, 150 tons register.
2. This is my first time in Galway, but I have been trading on the west coast of Ireland for several years.
3. Yes, once in Galway, several times in the Shannon.
4. Made the Shannon once in thick weather, having passed the Blaskets through the Inner Sound.
5. No; for neither. I would not run for my own port, nor for any port in such weather.
6. I would.
- 7 & 8. I do not know.
9. Off the Blaskets the tide runs six hours each way; the flood runs to the north-east, and the ebb to the south-west.
10. Galway.
11. I have frequently, going to the Shannon, been obliged to keep the sea, rather than go to the Shannon in thick weather. I was twice leaving Limerick with cargoes, and was each time obliged to heave-to, fearing to go back on account of the thickness of the weather between Loop Head and the Blaskets.
- 12 & 13. Not put.
14. There are the Arran Islands for Galway, and the Brandon Hills for the Shannon.
15. Not put.
26. I consider it a wild coast both as regards wind and sea. I should say it is far worse than the English Channel. I consider Cardigan Bay very bad, but the western coast of Ireland is worse, in summer and winter.
27. Yes, I find it more so than the English Channel, and misty weather accompanies the gales from the south generally. I consider this coast more misty than the coast of Cardigan Bay.
28. Cannot say.
29. See 27.
30. Spring, summer, autumn, and winter, generally south-westerly.
35. Yes, I have been coming and going for the last 16 years, and I always find the coast very wild here, and the seas very heavy. In winter they are more so than any coast I have been on.
36. They blow very strong; they sometimes last 48 hours; they generally last 24 hours, but not so long in summer.
- 38.
39. Galway, decidedly.

No. 14.—Answers, 24 June 1852.

1. Edmund Duffy, shipbroker and merchant, and emigration agent
- Q. Can you give us any evidence on nautical questions?—A. No.

No. 15.—Answers, 25 June 1852.

1. Richard B. Beechey, Commander, R. N., in charge of Admiralty survey of Broadhaven, and adjacent coast of Ireland.
2. Employed on the Admiralty surveys of the Shannon, Bantry Bay, and Berehaven, Clew Bay and Blacksod Bay.
3. With the Shannon, but no intimate knowledge of Galway Bay.
4. Neither.
5. I have never made either of these ports under such circumstances; but from an inspection of the charts, by Captains Wolfe and Bedford, as well as from my own observations on other parts of the coast of Ireland, I should say that no dependence whatever could be placed on the soundings for ascertaining a vessel's position, unless, perhaps, by a series of observations, and even then I should not feel myself warranted in running towards the land under such circumstances.
6. Certainly, I should.
7. The answer to question 5 will apply to this, and I would add that no vessel could be considered in perfect security with regard to the land in less than 50 fathoms, as many of the headlands and islands off the coast have 30 fathoms close off them.
8. Not

8. Not off either of these ports.
9. I have only a general knowledge of the tides off the coast, and these I think would have no dangerous influence, but close in shore they might; at least I can answer more particularly in the vicinity of Achill Head and Blacksod Bay; I have found them in many places very uncertain and dangerous.
10. I do not consider myself sufficiently acquainted with Galway to form a correct comparison of its merits with those of the Shannon.
11. I know of no particular instance.
12. In a westerly gale the sea on this coast is so heavy, that any vessel rounding to would do so at great risk, and more particularly a large steamer.
13. Beyond obtaining a general idea of proximity to the land, I should say no dependence could be placed in such soundings in any circumstances, except with a sounding machine.
14. I can only speak practically with regard to the Shannon, the mouth of which is remarkably distinguished by Brandon Head, which, in connexion with the lighthouse on Loop Head, Ray Hill beyond it, &c., would I think remove all doubt as to its identity.
15. Never.
16. Not qualified by experience to answer this question.
- 17, 18, 19, 20, 21, 22, 23, 24, 25. Ditto.
26. From 15 years' experience on the west and south-west coast of Ireland, I should say that the months of May and September are the finest in the year, and that as we recede from them the bad weather prevails; this, as a general rule, to which of course there are often important exceptions. In these months the few fogs which are met on this coast occur, for I consider it very free from such as compared to the eastern coast. There is usually bad weather about the latter part of June and the beginning of July, and often heavy gales, but they do not last long. They almost always begin from the southward or south-east, with thick drizzling rain, and often expending their greatest force from the south-west, veer round to the north-west, and end in strong breezes, accompanied with squalls. The latter part of November is generally remarkable for bad weather, which prevails more or less till the frost sets in about Christmas. The month of January is famous for the heaviest gales that have been known, as well as for continued bad weather. It may be also mentioned that throughout the year the bad weather almost always occurs about the time of the spring tides. Although the barometer serves as a warning of the approach of bad weather, yet I have always found it influenced more particularly by the moisture of the atmosphere, and a more certain indicator of rain rather than wind, for I have often known it to fall very rapidly and extensively without being followed by a gale; it is, however, a very useful addition in forming an opinion of the weather. It is usually very high with hard northerly and north-easterly winds, and even with gales from those quarters.
27. The regular gales are always accompanied more or less with thick, misty weather, particularly at the commencement; and there is no doubt that this thick weather prevails to a greater extent on the west coast of Ireland than any other part of the British Isles, which its proximity to the Atlantic will easily account for. The density of the mist of course varies considerably; at times allowing of your seeing four or five miles, and at others not more than one.
28. Certainly not.
29. With the north-east and east.
30. Answered in 26th Question.

No. 16.—Answers, 25 June 1852.

1. Frederick Kemble, inspecting commander of Coast Guards, Galway district.
2. I have been inspecting commander of the Coast Guards in Galway nearly five years.
3. I am acquainted with the port of Galway only.
4. Never.
5. No.
6. I should run with confidence for Galway Bay.
7. I am unacquainted with the soundings, my duties having been confined within the Arran Islands.
8. No.
9. No.
10. Being unacquainted with the Shannon, I should run for Galway.
11. Never.
12. It might be attended with risk.
13. Scarcely.
14. The Connamarra mountains would form a good landmark for making Galway. I am unacquainted with the Shannon.
15. Never.
16. Having passed the Arran Islands, I should heave-to under the North Arran Light until it cleared off, or until daylight.
17. Excellent.
18. I have some recollection of a merchant brig drifting on one occasion, but I believe it to have been caused by the vessel having had too little cable out, and her top-gallant yards across in a gale of wind. If properly anchored, no vessel should drift in Galway Bay.
19. Yes.
- 22.

Appendix.

19. Yes.
 20. Yes.
 21. Yes.
 22. A large steamer of these dimensions could lie at anchor safely during all times of tide, and in all weathers, but of course the anchorage ground would be much improved by the erection of piers and a breakwater.
 23. No.
 24. He might occasionally be detained during the height of a very heavy gale.
 25. They could, if provided with proper boats.
 26. The usual character of the weather in summer is fine, but generally very rough in the winter.
 27. Thick and misty weather generally accompanies the gales on this coast.
 28. Not very frequent.
 29. Fogs are generally observed with the winds at south-south-west and south-west.
 30. In the summer the winds are variable, and in the winter the prevailing winds are from the south-south-west and north-west.
 31. West-north-west.
 32. Very heavy sometimes, and often precedes a gale.
 33. It is heavy.
 34. I believe the south channel is preferred, where the situation of a vessel will allow.
 35. No.
 36. Sometimes with considerable violence, lasting about three days.
 37. I see no reason why Galway should not be selected for a packet station, if the Government should desire to establish one on the west coast of Ireland, as the objections to Galway, in a commercial point of view (by which I mean the inconvenience and risk of shipping and disembarking goods intended for or sent from England), are equally to be applied to any other port on this coast. I believe Galway is as easily and as safely approached in all weathers as any other port on this coast of Ireland.
 38. I cannot answer this question, not having been in the Shannon.
 40. The subject having engaged my attention lately, I have formed an opinion of what I consider the capabilities are of Galway Roads for a packet station.
 41. In my reply to a question put to me by the former Transatlantic Packet Station Committee, I stated what the requirements were, I consider, necessary to render Galway fit for a transatlantic packet station; my opinion is to be found in the published Report of the Commissioners. I there stated that I thought, for the establishment of a packet station, it would be necessary that a breakwater and pier should be erected connecting Mutton Island with the main land at Fair Hill, to be met by a corresponding pier and breakwater extending from Hare Island westward.
- About Fair Hill would be found space for the erection of the storehouses and buildings necessary in the outfit and repairs of the steamers. The outlay required in the building of piers and breakwaters, &c., has been estimated at about 120,000 £.

(signed) *Frederick Kemble*, Commander, R. N.,
Superintending Commander Coast Guard, Galway.

No. 17.—Answers, 25 June 1852.

1. Hugh M'Guire, chief officer Coast Guard, Fair Hill station, Galway; I have been 24 years at sea on board the revenue cruisers.
2. I was two years cruising on this coast, and two years on shore at Fair Hill station.
3. I have been several times in the Shannon and Galway.
4. Yes; we were bound to the Shannon, and lay-to once in a gale of wind and thick weather for two days in preference to running for that port; wind was north-west and west. The commander was never previously in the Shannon, and had no pilot on board; I never made the port of Galway in thick weather.
5. I would lay-to; I would not feel inclined to run in until I could get hold of the land, the soundings are so much alike off the coast of Galway and the Shannon.
6. I certainly would, but I would prefer Galway.
7. See 5.
8. Cannot state.
9. Yes, tolerably; I do not think they are strong enough to throw a ship out of her course coming to this port from America; the flood tide runs to the northward, off Slyne Head and Westport.
10. I would prefer Galway, because I have a chance of two sounds here while there is only one at the Shannon; I think they are about equal in other respects.
11. No, sir, I never heard of any except the vessel above mentioned.
- 12 & 13. Not put.
14. Yes, I think I would know the Connemara Mountains better than the Brandon Hills or any others.
15. No.
16. Not put.
17. Very good, sir.
18. Not within the last two years.
19. They do.

20. Not

20. Not a heavy sea ; it is expended before it gets up to Galway Roads.
 21. Not put.
 22. It is.
 23. Not put.
 24. Cannot answer it.
 25. They could in good boats.
 26. Summer, sometimes very good, sometimes very boisterous ; generally boisterous in winter.
 27. Yes, generally ; it accompanies the gales from the south-west to west. North-west and northerly winds are generally clear ; south-east and southerly winds are misty.
 28. Not frequent on this coast.
 29. See No. 27.
 30. Spring, summer, autumn, winter, from south to west all the year round.
 31. South-west, I think.
 32. It is generally heavy, and a heavy swell usually precedes the gales. The sea off the coast here is not, I think, heavier than that which I have seen off Milford.
 33. It is not heavy, but I never saw a vessel ride at anchor in a gale of wind.
 34. I would freely run for either, but I would prefer the south.
 35. I have never been at sea off this coast in the winter ; I have been off Westport, and I consider the weather coarse and the seas heavy.
 36. They blow violently and last generally about 24 hours or longer in winter, and perhaps half that time in summer.
 37. I see no reason ; I do not think she would often be prevented running by weather in winter or summer.
 38. Galway, because I consider Galway safer to bring up in than the Shannon river ; and,
 39. I think the sea is heavier off the mouth of the Shannon ; I think they are equally easy to make.

— No. 18. —

Sir,

Merchants' Road, Galway, 26 June 1852.

In reply to the note of your Committee of this date, requesting of me to supply your Commission with any information on the nautical bearing of the question relating to the subject of a packet station on the west coast of Ireland, I have the honour to enclose a paper specifying the number and class of vessels of war that I saw at anchor at the roadstead of Galway, and all of which left in perfect safety.

The second paper enclosed is a memorandum of the number and class of vessels which have run for Galway Roads in distress, in preference to any other port, many of which missed the Shannon and got to our harbour, where they rode out the gales in safety, a matter of the greatest importance to the naval and mercantile marine department.

I have, &c.

(signed) *James Stephens,*

Harbour and Town Commissioner of Galway.

SHIPS OF WAR Anchored in the Roadstead of *Galway* in perfect safety.

SLOOPS OF WAR.	PADDLE STEAMERS.	SCREW STEAMERS.
Orestes. Fly. Sappho. Harlequin. Pike. Plumper (gun brig), for 7 years. Andromache (frigate), for about 2 years at anchor, the commander's wife and family on board.	Cyclops. Stromboli. Dragon. Odin. Bloodhound. Rhadamanthus. Albion, in dock. Lucifer, ditto. Shearwater.	Dauntless, frigate, 33 guns, drawing 19½ feet water.

(signed) *James Stephens,*

Harbour and Town Commissioner of Galway.

Galway, 26 June 1852.

VESSELS which have Run for Galway Roads when in Distress.

Date.	Ship's Name.	Masters.	From whence.	Cargo.	Tons.	Where Bound.	Reason for coming to Port.
1850 :							
18 Jan. -	Anne Elizabeth -	Jones -	Bangor - -	Slates - -	81	Westport -	-- For safety ; to the roadstead for this harbour.
25 Sept. -	New John Tubman -	Waterion -	Glasgow - -	Coals - -	56	Limerick -	- - ditto - - ditto.
7 Oct. -	John French -	Lynch -	Odense, Denmark -	Indian corn -	298	Westport -	In distress ; loss of sails.
7 " -	Susan -	Halliday -	Limerick - -	Oats - -	82	Glasgow -	Windbound.
7 " -	New Fame -	M'Donough -	Roundstone -	Marble - -	59	Dublin -	For good anchorage.
25 Nov. -	Pilot -	Henderson -	St. Abes - -	Salt - -	78	Sligo -	- - ditto.
3 Dec. -	Constante -	Rameira -	Odeasa - -	Wheat - -	169	Limerick -	-- Distress ; ran to the Bay of Galway for safety.
3 Dec. -	Lady Eleanor -	Moriarty -	Newcastle -	Coals - -	85	Ditto -	-- Ran for the safety of ship and crew up to roadstead, having missed the Shannon, and could not make it.
15 " -	Eliz. Nicholson -	Nicholson -	Limerick - -	Oats - -	258	London.	-- Made several attempts to make the Shannon and failed, the last attempt nearly causing the loss of the ship and crew, only for having Galway Bay to run for, where I came to roadstead in perfect safety.
16 " -	John Weasley -	Dolby -	Galatz - -	Wheat - -	141	Limerick -	
1851 :							
24 Jan. -	Union - -	Jeffrey -	Glasgow - -	General cargo	76	Limerick -	-- Distress of weather, and for safety, to the Harbour of Galway.
19 Mar. -	Anne Lætitia -	Edwards -	Ditto - -	- ditto - -	78	Tralee -	- - ditto - - ditto.
20 " -	Mary - -	Hurd -	Liverpool -	Coals, &c. -	97	Ditto -	- - ditto - - ditto.
14 July -	Fanny - -	Rudolf -	Galatz - -	Indian corn -	155	Ballina -	- - ditto - - ditto.
30 Sept. -	Mary Ann -	Gorman -	Newport, Wales -	Ballast - -	38	Limerick -	- - ditto - - ditto.
5 Dec. -	Ireland - -	Beach -	Quebec - -	Timber - -	42	Gloster -	-- Could not make any other port, and had to run for Galway roadstead, where I came to a safe anchorage.
22 " -	Pearl (steamer) -	Manning -	Limerick - -	General cargo	186	Glasgow -	-- Pumps choked, and could not make the Shannon ; had to run for Galway.
1852 :							
13 May -	Mazurka - -	Hill - -	Glasgow - -	- ditto - -	25	Montreal -	-- Distress of weather ; got as far as 17° west, and bore up for Galway ; could not make any other port.

Galway, 25 June 1852.

(signed) James Stephens,
Harbour and Town Commissioner of Galway.

No. 19.—Answers, 25 June 1852.

1 & 2. Michael Daly, about 20 years master of vessels in and out of Galway, from 60 to 200 tons, principally coasting trade, but some foreign voyages.

3. Yes, very well with Galway, and as far as Foynes in the Shannon.

4. Yes, frequently.

5. By the soundings, I would run for Galway in preference to the Shannon. I could venture more on the north shore than on the south. If a line between Slyne Head and Hag's Head, a pilot could know as soon as he saw the land where he was, from the peculiarity of the landmarks. As regards the south shore, there are no places of safety on that part of the coast, and in making the land from the entrance of the Shannon to the Blaskets, there is no place of safety for a vessel, not even for the saving of lives. The sea runs so heavy in the mouth of the Shannon, that should you need to haul your vessel off, the sea will make a clean sweep over her with a north-west wind. I would prefer Galway also with a south-westerly gale.

6. See 5.

7. I am not acquainted with the soundings outside.

8. Not put.

9. I have never experienced any tide outside.

10. See 5.

11, 12, 13. Not put.

14. Yes, the Brandon Hills for the Shannon, and for Galway the Twelve Pins and Bunowen Hill. I consider those about Galway, particularly the Twelve Pins, more remarkable than those about the Shannon.

16. I would run 20 miles, south-east by east $\frac{1}{2}$ east, from the North Sound for Black Head, and then haul up for the lighthouse at Mutton Island, steering east $\frac{1}{2}$ north.

17. There can be no better in the world.

18. The time of the hurricane, some vessels drove, and some held, and in very strong gales.

19. No.

20. No.

21. No.

22. There cannot be a safer anchorage in the world.

23. Not put.

24. She could.

25. Not put.

26. Fine

26. Fine weather coast in summer, and in winter mild enough; I do not think it is wilder in winter than from Falmouth to the Isle of Wight.
27. Not any way remarkable; I think it accompanies the gales of wind.
28. No.
29. South-west.
30. Spring, north-easterly; summer, north and north-west, variable; autumn, westerly; winter, south-west, flying round to north-west.
31. South-south-west, and thick.
32. Not more so than I have seen on any other coast on the Western Ocean. It precedes the gales usually.
33. No, the water is smooth in the bay.
34. They are all good enough, but I would prefer the south channel.
35. Not put.
36. They generally last from 24 to 48 hours. Never knew any blow very strong, except now and then; these were all over the kingdom.
37. Not put.
38. Galway Bay.—See No. 5.

(signed) *Michael Daly.*

No. 20.—Answers, 25 June 1952.

1. Thomas King, master of the "Lord Fitzgerald," of Galway, 129 tons (schooner).
2. Twenty-one years' experience on this coast, on both foreign and coasting trade; last year to America.
3. I am well acquainted with Galway, and have been six or seven times in and out of the Shannon.
4. No, never.
5. I would not like to run until I knew my position; I would lay to until I saw the land or lights.
6. If it were clear, I would run for either Galway or the Shannon at all times.
7. There are no peculiarities which I could trust to.
8. I never sounded but twice.
9. Generally. I cannot say how the ebb and flood run, but with south-westerly winds I always find a set to the northward, about 150 or 200 miles off the coast.
10. I would prefer Galway, because there are three channels that can be taken at all times of tide and in any weather, and my reasons for objecting to the Shannon, are the strong tides, the shoals, and having so far to run up the river before getting a safe anchorage.
- 11, 12 & 13. Not put.
14. The first lands I look for are the Brandon or Errisbeg Hills, then Hag's Head, and the North Island of Arran, which I can see about 30 miles off in clear weather; the Twelve Pins of Connemara.
15. I have, coming from America, run for Galway Bay in a gale of wind from the westward, under the stay-foresail, and came to an anchor in Galway Roads in perfect safety. It was the winter, day-time and clear weather; I came in at the North Channel.
16. If I could see the light I could run with safety (witness could not give the bearing of the light to clear the Blackrock).
17. It is remarkably good.
18. Yes, in a heavy gale of wind in which no vessel could stand.
19. When it blows a very heavy gale of wind outside, it does not blow so strong in Galway Roads.
20. Not to say a very heavy swell, nor not very heavy with a south-west gale, but it is the heaviest.
21. Not put.
22. Perfectly safe; could be anchored in $4\frac{1}{2}$ fathoms at low water.
23. Not acquainted with the other parts of the bay.
24. Yes; she would go at all times, except in those hurricanes which sometimes blow, and in which it is impossible for any vessel to sail.
25. Yes, except in gales of wind.
26. Summer, generally clear; winter, wind blows from south-west to north-west; gales are not more frequent than at other places; they sometimes occur.
27. Sometimes we have thick weather when the wind is south-west, not to say much of it. You can see a ship in the thickest weather at the distance of a cable's length, or only 40 or 50 fathoms. In the thick, misty weather which accompanies the south-west gales outside, I could see from one to three miles.
28. They occur perhaps once or twice in the year.
29. North-west.
30. Spring, the most is easterly, moderate breezes; summer, light breezes from westward; autumn, generally westerly, smart breezes; winter, from south-west to north-west, strong breezes.
31. South-west.
32. When a gale of wind occurs, the sea is very heavy; it is heavier than off Plymouth. The swell precedes the gale always.

Appendix.

33. Smooth water in the strongest gales of wind inside the Arran Island. In every part of the bay you might safely anchor and ride out a gale of wind, except in a hurricane. I would not like to lie there long in a hurricane in my schooner in winter time; I could lie there in any other weather.

34. They are all safe.

35. Yes, sir.

36. They are not very strong gales; the equinoctial gales are the strongest; they last generally from one to three days when they do come.

37. Not put.

38 & 39. Galway.—See Answer 10.

Q. If a vessel were to run in in distress, without an anchor and cable on board, which part of the bay would be the best to beach her?—A. New Harbour, on the mud, at all times of tide and in any weather.

State what you know of Carrigaholt Roads?—I think it is not fit to remain at anchor in for more than a tide.

Why?—Because a heavy sea sets in with south-west wind, and the tides are strong, and the holding ground is not the best.

How often have you anchored there?—Once, for a tide.

Have you ever anchored at Scatterry?—Yes, several times.

What is your opinion of Scatterry Roads as a safe anchorage?—I think it is too much exposed to strong tides and south-west winds; the anchorage is about six or seven fathoms.

What do you know of Tarbert Roads?—I have anchored there twice and passed it several times; I consider it a very good place to anchor in, if it were not for the strong tides.

What do you know of Foynes?—I have passed it several times, but never anchored.

Which of the Shannon anchorages would you take if you were running in for shelter in a gale of wind at night time?—Tarbert, if I thought I could make it, but if not I would come to at Scatterry.

If a ship had no pilot on board, where would she be obliged to bring up?—Carrigaholt until she got a pilot; she ought not to go beyond.

Do you consider the strong tides in the mouth of the Shannon to be any objection to run for that port in a gale of wind?—I consider the strong tides to be a great objection to run for any port.

Do the tides render the sea dangerous off the mouth of the Shannon in westerly gales of wind at any time?—They make a great sea, especially on the ebb; but I cannot say it is dangerous.

Coming round the Blaskets, bound for the Shannon, if it falls calm, and thick weather with the flood tide, would you be afraid of the tide carrying you to the northward of Loop Head?—I think the flood tide would carry me up the Shannon.

(signed) *Thomas King.*

No. 21.—Answers, 25 June 1852.

1. William Williams, commissioned boatman, Coast Guard.

2. Am living on the west coast of Ireland for the last 10 years, but I know nothing beyond Barna and Blackhead.

From 3 to 16 inclusive not put.

17. It is.

18. I have, sir; it was blowing a heavy gale of wind from south-east; in 1847, February or January, five or six vessels drove at once owing to the wind and sea; the wind veered round to the north-west, and one of the vessels went ashore between this and Hare Island.

19. I do not think it does.

20. South-south-east winds bring the worst sea into Galway Roads; the sea is shorter, but with a south-westerly wind the swell is heavier; still ships ride easier.

21. No, sir, south-south-east wind is the worst there too.

22. I think it is.

23. No.

25. I do not think they would at all times.

26. Not put.

27. Yes, sir, in the fall of winter time, with south-west winds.

28. Not very often; a few in the fall of the year.

29. Southerly winds.

30. Spring, generally easterly; summer, westerly; autumn, south-west to north-west; winter, south-west to north-west.

31. See Answer, No. 20.

33. Yes, sir, I would not think it safe for any ship to lie at anchor in the Bay in a gale of wind; I would sooner keep the sea in a gale than bring my ship to anchor between Arran and Mutton Island, but if I thought I could get to the roadstead, I would rather anchor there than keep the sea.

(signed) *William Williams.*

No. 22.—Answers, 26 June 1852.

1. Q. What is your name and occupation?—A. Owen Hynes, fisherman of Claddagh; am well acquainted with the Bay of Galway; have been sailing in and out for 40 years.
2. Have you ever piloted any ships to this port?—I have, merchant ships.
3. Have you ever done so in foggy, misty weather?—I have so, viz., once between Arran and Goldenhead; saw no land for three hours, but knew where I was; the vessel was the "Albion" of Galway, 302 tons register; we could not see anything; made one or two tacks; it cleared up, and I brought her up to the roads. If it had remained thick, I would have anchored under Arran.
4. Is there much sea inside Arran?—No, sir.
5. Describe the depths of water from the Arran Islands seawards; also the weather in summer and winter?—I have been fishing between Arran Islands and Slyne Head, and have tried the bottom frequently with my lead, having it greased; 10 miles off the land all the way to Arran the bottom is sandy, with some wormcasts. I am very sure that it is clear sandy bottom from 10 miles off Loop Head to 10 miles off Slyne Head in a straight line outside Arran. Off Arran the summer weather is fine generally; the winter is bad weather, sometimes blowing a gale of wind, and the sea sometimes heavy, but changes to smooth water suddenly.

his
Owen × Hynes,
mark.

No. 23.—Answers, 26 June 1852.

1. Austin Yorke, master mariner, and acting pilot of Galway at present.
2. Fifteen years as master and mate.
3. I am, and three times in the Shannon.
4. I have, seven days without observations, sounded in 190 fathoms, in 12° west; (180 fathoms.) sounded while drifting west; thick; not liking to run with the wind on shore blowing strong; decreased sounding to 60 fathoms; thinking I was close to Arran Isles, I bore up for the islands, made them, and run in through the South Channel. If it had been night, I would not have borne up to make the land, not considering it safe unless I had seen the lights on land. On another occasion I did not see the land till within a mile, and saw the breakers, and then ran through Gregory's Sound by the lead. Again, last December, I was piloting a barque from Galway to Limerick, when the wind came foul off the Shannon, and we bore up for Galway, and did not see the land till we made the breakers off the Arran Islands, and then ran through Gregory's Sound.
5. I think not for the Shannon. I would not like to run for any place under such circumstances; but I would prefer running for Galway than for the Shannon.
6. I would for either of the places.
7. I would find my way easier into Galway than to the Shannon, because the soundings decrease coming towards Arran, and they are nearly the same at 60 miles off (north-west of the mouth of the Shannon) as at the mouth of the Shannon. If I struck 60 fathoms off the Skird, I would know I was near the latter by the rocky ground, as the soundings off the Shannon are sandy and gravelly, and 60 fathoms off Arran I think the bottom would be a lighter coloured sand.
8. No, sir.
9. From 20 miles off Slyne Head into the land there is generally a current to the northward; there is an in-draught to the Shannon at the same distance. There is also an in-draught into Mal Bay; this is only a few miles off.
10. Galway.
- 11, 12, & 13. Not put.
14. Yes. The Twelve Pins of Connemarra on the one side, and the Brandon Hills on the other, are the most remarkable.
15. Not put.
16. Yes, I would, sir; I would run for Black Head, and if it was so thick that I could not see the lights or anything else, I would stay there till it would clear up.
- 17 & 18. Not put.
19. They sometimes blow pretty strong.
20. With a south-west wind, it does; but nothing to hurt a ship.
21. No, sir; nothing to hurt a vessel if well found.
22. Yes.
23. Not put.
24. She could, sir; she would go to sea better than she could come in.
25. Not put.
26. We have generally more easterly and southerly winds in the summer, and the weather is generally clear. In the winter, strong breezes from west to north-west; sometimes thick, sometimes clear.
27. I think not.
28. No.
29. Southerly.
- 22.

Appendix.

30. Spring, generally north to north-east; summer, east to south and south-east, and sometimes west; autumn, north-west and west; winter, variable.
31. South-west.
32. Yes, it is a heavy sea when blowing strong, and the swell usually sets in before the gale.
33. There is a heavy sea on in a gale of wind.
34. I think they are all equally safe.
35. I have frequently. I have seen more dangerous seas off the Bristol Chnnnel than I have off this coast. I think this is a wilder coast than that from Land's End to the Isle of Wight.
36. I have never seen a gale to do harm since the gale of 1839.
37. It is very seldom, I think, that a vessel could be prevented running for Galway. All Galway wants is good pilots.
- 38 & 39. Galway.

(signed) *Austin Yorke.*

No. 24.—Answers, 26 June 1852.

1. Bartholomew Oliver, of Galway, master mariner and pilot.
2. I have been 16 years in the coasting and foreign trades, sailing out of Galway.
3. Not well acquainted with the Shannon, but am with Galway.
4. I have both, two or three times.
5. I would not, Galway or the Shannon, if it was such thick weather; but if I could get true soundings, even in that weather, I would venture for Galway, but not for the Shannon.
6. I would run for Galway, but I would not for the Shannon.
7. Yes, sir, they are. In thick weather, I would run into 60 fathoms. If I got in 60 fathoms rocky ground I should know I was off Slyne Head; if it was coarse sand with pebbles, I would calculate I was to the southward of Arran; 60 fathoms off the Loop Head is fine sand; 60 fathoms off the Blaskets is rocky; but I would not like to run in so close here. At 80 fathoms out along the coast there are the same distinctions off the ports, but coarser. Approaching the land to the northward of the Arran Islands, the soundings are sand and gravelly, and to the south of Arran it is finer and no pebbles. Off the Shannon, coming near its mouth, it is fine also. The sands at the entrance of the Shannon and the south Arran Channel are much alike 60 fathoms off; Slyne Head is about three miles distant.
9. Coming from sea, there is generally a set to the northward towards Slyne Head. It is not much, though it might put a ship a few miles out.
10. Galway, because I am better acquainted with it.
11. Never; but I have known ships bound to Limerick obliged to put in here. The first one that I knew ran past Loop Head and could not fetch the Shannon. The "Ocean Queen" ran in here last winter from the same cause.
12. I was never in a large steamer, but I think it would not be safe for her to round to in that sea.
- 13 & 14. Not put.
15. Yes, I have for Galway, but never for the Shannon.
16. I do not think that any wind or weather, except a very dark night or a thick fog, could keep me from running for Galway.
17. Excellent.
18. Yes, there were two or three vessels that were badly found.
19. Yes, pretty severely in winter time.
20. It is broken by the Arran Islands.
21. Very little.
22. Not a doubt of it.
23. Not put.
24. She could.
25. Nil.
26. In summer, fine weather; in winter, pretty severe.
27. Only with light southerly winds, south-west gales and torrents of rain.
28. No, very few.
29. See 27.
30. Spring, a good share of north-east; summer, southerly, or south-west; autumn, north-west; winter, south-west to north-west. Gales begin from southward, last 48 hours, and veer round to north-west and clear up.
31. South-west.
32. It is in winter time; it generally gets up before the gale.
33. Not so much sea but that a ship might ride with good tackling.
34. Not put.
- 35 & 36. See 30.
37. Perhaps three or four times. Packets to Galway might be delayed outside; not very well acquainted with the Shannon, but I think thick weather prevails more there than off Galway.
- 38 & 39. I think Galway, because the foreigners say that after being once there they do not require a pilot.

(signed) *Bartholomew Oliver.*

No. 25.—Answers, 26 June 1852.

1. Enrico Leva Andri, master of the "Nuovo Carlotta," of Trieste.
2. I have been once in the Shannon with a pilot from Cork, as far as Scatterry Roads, and this is my first time to come to Galway. I have had a pilot from Cork now also.

Q. If you had no pilot on board, which would you prefer, coming to Galway or the Shannon?—A. I prefer to Galway, because the entrance is very easy.

If you had occasion to come to Galway again, would you take a pilot?—No.

If to the Shannon?—I would not venture again to Scatterry without a pilot; I consider it very dangerous.

If you were to charter your vessel at Trieste, in the Mediterranean, in the summer, for Galway or Hamburg, which port would prefer?—Galway, because the navigation is easier. In the winter both are heavy.

(signed) *Enrico Leva.*

No. 26.—Answers, 26 June 1852.

Questions in No. 22 Evidence.

No. 1 (a). Bartholomew Donohoe, of Arran Island, fisherman and pilot. I have been fishing outside the Arran Islands 35 to 40 miles for the last 18 years.

No. 2 (b). Yes, very often.

No. 3 (c). Yes, sir, very often during thick and foggy weather. From the North Channel I would steer south-east for Black Head, and would run 18 miles; I would then alter my course to east and by north and would run nine miles, and anchor if I could not see the land.

No. 4 (d). Not much.

No. 5 (e). I got, at about four miles off, 30 fathoms, at six miles 40 fathoms, at 10 to 12 miles 50 fathoms, and at 15 miles about 60 fathoms. Off Slyne Head, about 15 miles, there is 60 fathoms; the bottom here is muddy, with long worm-casts. Off Arran, with 60 fathoms, the bottom is muddy, with long worm-casts, and continues so to 34 fathoms after which, excepting the channels leading into Galway Bay, there is foul ground to the shore, and in the Foul Sound the ground is nearly all foul. Off the Shannon the ground is much the same as it is off Arran; at 60 fathoms muddy bottom, with long worm-casts until 34 fathoms, then, unless going up the Shannon, there is foul ground; but, if going up the Shannon, it is muddy and gravelly.

No. 6 (f). In the summer time, off Arran, the weather is good, and the same off the Shannon. In the winter, off the Shannon, very heavy seas and much wind; with west and north-west wind it is a desperate place, because of the ebb tide. Off Galway there is never a very heavy sea.

(signed) *Bartly Donohoe.*

No. 27.—Answers, 26 June 1852.

(a). Bryan Joyce, fisherman and pilot, from South Arran; for 20 years well acquainted with Galway, but not with the Shannon.

(b) & (c). I only go five or six miles outside Arran Islands. I have piloted ships in without seeing the land, but getting a glimpse occasionally; but if it would come very thick, I would anchor. I would steer south-half-east from the middle of the North Channel for Black Head, running about 10 miles; I would then steer east-half-north for about seven miles, and if I could not get it clear I would come to anchor. The spring tides in the Sounds run about two knots, and in the Bay about one knot to one and a half. I have very often come up to Galway in thick weather through the South Sound; I live on the South Island. From the centre of the South Channel I would steer east-north-east for 11 miles; if I did not get it clear then I would run half a mile farther, and then would steer east-half-north for eight miles to clear Black Rock, and then east by north.

(signed) *Bryan Joyce.*

No. 28.—Answers, 3 July 1852.

1. William Hamilton Burke, late commander of Her Majesty's revenue cutter "Kite."
2. Served first officer, and frequently in command of first-class revenue cruisers, 1809 to 1816.

3. I am.

4. Frequently; I cannot state the exact number of times.

5. If sure that the ship was steered the course that I ordered, and the log line and glass correct, and confidence in my dead reckoning, I might run for Galway Bay; would hesitate to run up the Shannon, unless I knew the position of the shoals, and set of the ebb tide.

6. I would run for either.

22.

E

7. I do.

Appendix.

7. I do not recollect the peculiarities of the soundings.
 8. Cannot state.
 9. A short distance off the land the tide scarce sensible.
 10. I would prefer making Galway.
 11. I met one vessel bound for the Shannon that run for Galway Roads.
 12. Advantage might be taken of a smoothing that occurs at times after a few heavy seas pass to stop her speed and sound with the patent lead.
 13. I would compare with the soundings of the latest survey of the coast, if near the land, and at all times keep a sharp look-out all round.
 14. Very conspicuous landmarks at the entrance of Galway near the Shannon.
 15. I have run for Galway Roads and Scatter Roads in the Shannon.
 16. No hesitation to do so.
 17. It is clean good holding ground.
 18. I have not.
 19. The Arran Islands and Black Head shelter Galway Roads in heavy gales.
 20. Not at any time I was in the Roads.
 21. A cross sea sets into Galway Roads with south-west and west-south-west winds.
 22. Galway has not accommodation for a steam packet drawing 19½ feet water; it is capable, by running out a pier, &c. to afford the accommodation required for steam ships drawing 19½ feet water.
 23. No part of Galway Bay so well adapted as Galway Roads.
 24. In my opinion it would not be prudent to put to sea in a heavy gale unless the wind was favourable. I have observed the mail packets between Dublin, Holyhead, and Liverpool detained by stress of weather.
 25. Not accommodation at present.
 26. Summer, variable; winter, changeable, cold, and frequent gales.
 27. At times with southerly wind, and when the wind shifts to the westward, it sometimes clears off when a strong breeze sets in.
 28. Not frequently; I have observed fogs in the Shannon.
 29. Southerly winds.
 30. In spring, easterly; other seasons, southerly, westerly, to north-west and north.
 31. South-west, and west-south-west.
 32. It is heavy, and north-west gales; I have observed a swell precede a gale.
 33. Not after you pass the Arran Islands.
 34. The South Sound, which is spacious and safe, and when a light is placed on Inishen Islands it will facilitate ships bound to Galway. Gregory Sound is bold to run for, and depth of water for any ship to pass.
 35. Served first officer, and in command occasionally of first-class cruisers in 1809 to 1816, on the west coast, and 1819 to 1823, and as commander 1823 to 1849, in cruisers drawing 12 and 14 feet 10 inches; in 1832 was employed four months on secret service (in the "Kite") off Galway, and up the bay each night off the Black Rock, and out to sea by daylight when practicable.
 36. At times, in the winter season, they continue heavy two or three days.
 37. I do not. Either, if improved, can be made to afford accommodation for steam ships drawing 19½ feet; I would prefer Galway.
 38. Were I a stranger I would run for the nearest; if for the Shannon in time to get off a pilot to run me clear of the shoals.
 40. I consider Galway Roads capable of being made a safe commodious harbour, that would afford the accommodation required for steam packets drawing 19½ feet.
 41. In my opinion by connecting Mutton Island with the main by a breakwater, which could be built at a moderate expense (as the Sound dries at low water), and run out a pier from the south side of Mutton Island a sufficient distance to shelter the harbour from a cross sea that sets into it with south-west and west-south-west wind, should this place be approved of, the harbour would afford the accommodation required for a Transatlantic Packet Station.
- I beg leave to suggest, should this plan be carried out, that the railroad be continued from Galway to the pier end, which would afford superior accommodations and comfort to passengers embarking and landing from the packets alongside the pier.

Kingstown, 3 July 1852.

(signed) *William H. Burke,*
late Her Majesty's Cruiser "Kite."

No. 29.—Answers, 3 July 1852.

1. C. R. Johnson, commander, R. N.
2. Commanding Her Majesty's steam vessel "Comet," conveying treasure and provisions during famine in 1846 and 1847.
3. Yes, especially the Shannon, having frequently piloted my vessel to Limerick.
4. I forget, sometimes two or three times a week, in and out of the Shannon.
5. Not trusting to soundings, but would by night or day to a good look-out of my own eyes; of course lead going.
6. Yes; the coast is well lighted, and I consider safe for steamers, provided they run their distance and not heave-to.

7. I consider

7. I consider not; the water is very deep and irregular, and our coasting pilots put no faith in soundings.
8. The soundings are laid down in charts; I am not certain from memory.
9. Yes; the tides split about the Skelligs Hood northward to Blaskets, southwards to Dursey, but do not extend far enough in fair weather to affect your course 20 miles off the coast.
10. The Shannon.
11. Only known strange merchant vessels keep the sea, all alike to them; they drift about, hove-to; frequently lost in consequence.
12. Quite safe if properly handled.
13. Yes, as to depth.
14. No mistaking Loop Head, Kerry Head, and land about Tralee; also Arran, and north shore for Galway.
15. Into the Shannon often; Galway no, neither would I from choice.
16. Not from choice, but if requisite I have no hesitation.
17. I should say, yes.
18. A brig, with corn, was lost while I was in the neighbourhood, but forget the circumstance.
19. Occasionally quite home, but not always.
20. Arran, &c. breaks it, but we rolled much, and decided it an indifferent anchorage.
21. I have not tried it.
22. For vessels of above dimensions not safe. It never struck me the practicability of piers. I think the harbour shoaling fast.
23. For vessels of the above dimensions all too small.
24. Yes.
25. Not safe with women and children; mails, yes. Might do so by going under lee of Arran, &c. at last quarter flood.
26. The same as in the chops of the Channel.
27. Yes, except north-easterly.
28. Yes.
29. With all winds, except from north-easterly, with of course exceptions.
30. The same exactly, as is well known, in the chops of the Channel.
31. After long north-westerly gales, then shifting to the southward of west.
32. I never found it as heavy as I expected from the force of the wind; occasionally, and at full and change, a swell sets in, during winter, before a gale.
33. Yes, on the ebb.
34. To the northward of all.
35. Yes, constantly; it never detained us, even with a deck load of sacks of meal, never damaging a sack; by keeping close in you know your spot, and always a port under your lee.
36. I found them the same, as in the same parallels of latitude all over the world, and with the assistance of barometer you may calculate the strength and durability of gales and weather almost to a certainty.
37. About equal to where they now start from, taking everything into consideration.
38. In answering this question, of course I am not questioned on the chances of war; the expense of making either available; but I should say for passengers (Irish excepted), the risk would be much greater, and the extra fatigue and annoyances likely to happen would cause them to prefer any other mode of conveyance, and send only letters by the packet.
39. The Shannon.

LIMERICK.

— No. 7. —

STATEMENT of Committee appointed by the Municipal and Commercial Corporation of *Limerick*, respecting the Capabilities of the SHANNON.

To the Commissioners appointed to inquire into the relative Capabilities of the River Shannon and Galway Bay as a Western Packet Station.

Gentlemen,

THE present commission of inquiry having been graciously ordered by Government in compliance with memorials from the municipal and commercial corporation of Limerick, the committee appointed by them beg to submit to you the following brief statement.

In considering the relative capabilities of these harbours, the following are the grounds on which, it is submitted, the superiority of the Shannon rests:—

1st. The excellence of its seaward approach; its prominent and well-defined landfalls being the first and boldest land seen by the mariner in approaching the Irish coast.

Appendix.

2d. Its well-marked and unobstructed entrance, and its well-circumstanced lights, rendering it peculiarly easy of access and egress at all times.

3d. Its several safe and sheltered anchorages; its well-circumstanced harbour at Foynes, accessible at all times and in all tides; and its capacious floating dock at Limerick.

With the foregoing advantages and capabilities, the estuary of the Shannon may be regarded as a capacious well-sheltered harbour throughout its length, possessing all the nautical qualifications necessary to render it a perfect haven, and having Foynes as a great natural floating dock, capable of receiving the largest vessels at all times of tide, affording perfect shelter from all winds, and within two hours' travelling distance of Limerick by river or the common road, or half an hour's by railway, which only waits the favourable decision of your Commission to be at once made.

The Port of Limerick is accessible at spring tides to vessels of the largest class, where a floating dock is now in progress of completion, having an entrance of 70 feet in width. Limerick being a large commercial port, having a considerable trade with America, lying in a due westerly direction to the seat of empire, and centered in a district of peculiar fertility, with railways radiating to Dublin, Waterford, and Cork, it occupies a position for internal and transatlantic communications unequalled by any other towns in Ireland. Its facilities also for telegraphic communications are numerous, affording means of communicating with England *viâ* Dublin and Holyhead, and *viâ* Waterford and South Wales, and also with Scotland *viâ* Donaghadee and Port Patrick.

As regards vessels approaching the Shannon, it may likewise be observed that facilities exist for telegraphic communication from Kerry Head at the 10th degree of west longitude (being one degree west of Galway) to Foynes, and thence *viâ* Limerick to England and Scotland, as well as all parts of Ireland.

In point of expense the evidence taken before the late commission showed that the only outlay necessary to afford the accommodation required in the Atlantic packet service is a suitable landing-stage, or jetty, at Foynes, in connexion with the pier lately erected there, with a few mooring buoys, and probably a small light to show the entrance at night. As regards Galway, on the other hand, it is known to be without a harbour, port, or dock suited for this object; that the anchorage at Mutton Island is entirely exposed to all the winds from south round to west, which are the prevailing winds on this coast; that with the long fetch of 25 miles from the Arran Islands into a wide bay open to the west, very heavy works of an expensive character would be required to resist the heavy swell thrown in in southerly and westerly gales; that the practicability of constructing a harbour at all in that locality, having reference to the stability of the works, proper shelter, and security to vessels, suitable depths, and ordinary expenditure, as well as the probability of the harbour ultimately silting up, is very problematical. That the "landfalls" and approach to Galway Bay are much inferior to the Shannon, and that the homeward-bound mariner, in approaching the coast of Ireland at night, or in heavy weather, ought to make the land south and west of the Shannon, and thence Loop Head, so that if bound for Galway, he must first pass the mouth of the Shannon, and thence along the iron-bound coast of Mal Bay, whilst he might at once make his haven by proceeding up the Shannon, and encounter no further difficulty or danger.

The naval and other evidence appended to the report of the late Commissioners on this subject contains full information on the foregoing heads, the great bulk of which points out the Shannon as the most eligible port in Ireland for this object.

Additional oral evidence can be given by nautical and practical men, which the present Commissioners are now respectfully requested to receive.

(By order of the Committee.)

(signed) William Randall, }
William Carroll, } Honorary Secretaries.

Limerick, 29 June 1852.

WITNESSES tendered for Examination.

Mr. William Randall, harbour-master of Limerick.
Mr. John Long, C. E., superintending engineer of Limerick Dock.
Mr. John W. Trousdell, Compt. Hall, Customs.
Mr. David J. Jenkins, master of the "European" screw (S).
Mr. Timothy Gorman, master of the ship "Jane Black," of Limerick.
Mr. John Ferguson, master of the ship "Primrose," of Limerick.
Mr. — Coxhead, master of the barque "Florence," of London.
Mr. Charles Bingham, master of the "Garryowen," river steamer.
Mr. Francis Kennedy, master of the "Erin-go-Bragh," river steamer.
Thomas Waters, pilot; and
Patrick Brenan, pilot.

— No. 8. —

LETTER from Mr. *Griffith*.

FOYNES HARBOUR.

Sir,

Office of Public Works, Dublin, 16 July 1852.

IN reply to your letter of the 12th instant, relative to Foynes Harbour, I beg to say we cannot find among our documents any sections or borings in sufficient detail in the line of 20 feet water at low water spring tides; but this is of no consequence, as a week ago I directed the soundings and borings to be made by Mr. Long at Limerick, who will transmit the information to you as soon as it has been prepared.

As you have not any large plan of the harbour of Foynes, I send one prepared by Mr. R. Gibbons, our harbour engineer, together with a design for a wooden wharf to form a proposed extension of the present pier into deep water, by means of which there would be a landing wharf having a depth of 23 feet at low water spring tides. I also send a letter addressed to me by Mr. Gibbons, giving an estimate of the expense of constructing the proposed wharf.

Captain Beechey, R.N.

I am, &c.
(signed) *Richard Griffith*.

REPORT on the Construction of Works at *Foynes*.

Sir,

Harbour Engineer's Office, 15 July 1852.

AGREEABLY to your directions I hand in herewith a plan of Foynes Harbour, showing what has been done, and exhibiting in yellow and pink colours what further work I consider would be necessary and amply sufficient to enable the largest class steamers to land and embark passengers and goods at all times, and in all states of the weather. Wharfage accommodation in sufficient depth of water is what, in fact, is wanted; and I am satisfied that the most judicious way to afford this will be by a timber extension of the existing stone pier, in some such manner as is shown. A stone pier in this position would be enormously expensive, and, in my opinion, it would be highly objectionable to protrude a solid structure any further into the tidal channel, besides that the timber structure would be preferred by the commanders of steamers. The cost of what I propose would be about 3,600 *l*. The objection to the wood is its liability to decay, but by guarding against the worm, which may be done, a timber wharf would last for very many years.

I am, &c.
(signed) *Barry D. Gibbons*.

P. S.—If the lineal extent of wharfage shown (namely, 150 feet) should be considered insufficient for one of these very large steamers, there would be no difficulty in, or objection to, prolonging it almost indefinitely in the direction of the dotted lines; whereas the construction of a stone wharf (out into 20 feet) along the contracted entrance to the westward would obviously have the effect of aggravating the tidal velocity, which is already greater than desirable.

Richard Griffith, Esq., LL.D.

B. D. G.

— No. 9. —

LETTER from Mr. *Hornsby*.

PIERS AND HARBOURS.

Sir,

Office of Public Works, Dublin, 1 July 1852.

REFERRING to my reply of the 25th May last, to your letter of the 11th of that month, I am directed by the Commissioners of Public Works to forward the accompanying Plan and Report prepared by Mr. Gibbons, their harbour engineer, and to state that they concur with Mr. Gibbons in preferring the project No. 1.

Such a project the Board would be disposed to recommend to the favourable consideration of the Lords Commissioners of Her Majesty's Treasury, under the Act 9 Vict. c. 3, and 10 & 11 Vict. c. 75.

The Commissioners would therefore suggest to the grand jury, if they are disposed to follow up the subject, also to consider the matter at their next meeting with reference to the 12th clause of the former Act, with a view to the proportions in which the county, or any given district adjacent to Tarbert, should contribute to the project, bearing in mind that the utmost limit to which a Treasury grant can extend under the Act in question is 5,000 *l*.

I am, &c.
(signed) *E. Hornsby*, Secretary.

Henry Stokes, Esq., Co. Surveyor, Tralee.

Appendix.

PUBLIC WORKS, PIERS, AND HARBOURS, TARBERT, COUNTY KERRY.

Sir,

Harbour Engineer's Office, 11 May 1852.

I HAVE renewed my acquaintance with this place by visiting it in obedience to the Board's order, and examined its circumstances carefully, having the benefit of the very admirable surveys made formerly under the Shannon Commission.

With respect to the vicinity of Ballydonoghue Point, which was proposed as an advisable position for a pier at which sea-going steamers may take in and discharge cargo, the close approximation of the shore line to a sufficient depth of water offers some inducement; but even in this particular it has no superiority over the island, while there is greater exposure and more difficulty of being sheltered; for these and other reasons it is quite my opinion that a site on the island should be adhered to.

It has been also suggested to make an open cut between the island and the main, thereby forming a channel through which there would be a tidal current that would prevent silting, and along the sides of which very superior wharfage accommodation may be had in perfect shelter. If the circumstances of the locality were such as to require extensive accommodation and warrant sufficient expenditure, I should be greatly disposed to work out and put before the Board this project, as likely to produce the best and most comprehensive measure; but there would be some uncertainty in the result, and no doubt that it would require funds beyond what there is any prospect of being obtained, and that it would take a considerable length of time to accomplish that which really is most urgently required, namely, wharfage accommodation, in a sufficient depth of water at all times of tide for sea-going steamers to take in or discharge cargo. I have come to the conclusion, after the best consideration I can give to the matter, that to effect the above object for the least money and in the shortest time, the most judicious course will be to construct a stone pier, as shown on the accompanying drawings. The south side of this pier would be a wharf of 200 feet in length, with from 15 to 18 feet of water at the lowest tide, and sheltered from south (round by west) to east, being not only three-fourths of the compass, but also embracing all the prevailing winds. When the wind is between east to south the north side of the outer arm affords sheltered wharfage 165 feet in length, with 13 to 16 feet of water at the lowest tide, while smaller craft would have at all times shelter and accommodation at either side of the inner arm.

It may be apprehended that this solid structure, intercepting the course of the current of ebb which comes surcharged with silt, may cause a shoaling of the space A B C on plan; I do not anticipate that this would take place to any injurious extent: the tidal velocity will still be sufficient to carry along with it this matter held in suspension, and along the south side of the pier, nothing but its being a rocky bottom would prevent a scour to a greater depth, still water being to some extent produced along the west, east, and north faces. Some precipitation may take place, but it would be of slow growth and very weak material, and may be dissipated by leaving an opening for the current through the inner arm of the pier, as shown by the dotted lines.

To gain the deep-water foundations of this work, we may adopt either of the two modes of construction, which differ materially in cost. See Cross Sections, Nos. 1 and 2 on Drawing. No. 2 is a platform of promiscuous rubble to the level of nearly low water, on which the wharf walls may be erected. The objection to this is, that the rubble base would project beyond the face of the wharf to an extent about equal to one-fourth of the whole height; that is, where the depth at low-water springs is, say 18 feet, the toe of the slope will extend 22 feet from the face of the coping. In No. 1 the foundations are brought up from the bottom in ashlar bill blocks, set by diving bell or helmet. This is obviously the more superior structure, but the increased cost is little short of 5,000 *l.*; and notwithstanding this serious difference I have no hesitation in recommending it as the more advisable. In moderate weather a sea-going steamer could take in or discharge cargo at No. 2, by the aid of an ordinary gang-board, with ease and safety. But it is very important that the structure should be such that the masters of these vessels would approach it in almost any state of the weather or tide, free from apprehension of touching anything that was not visible above water. This would be the case with No. 1; but I fear that there would be great objection to coming alongside No. 2 in bad weather and low tides. This would cause uncertainty in carrying on the trade, which would be most detrimental to its due development.

My estimate of the cost of completing the pier agreeably to section No. 1, is 10,300 *l.*, and agreeably to section No. 2, 5,600 *l.*

And, in conclusion, I state with great confidence, that it would be very difficult to point out where a work of this extent would produce so great an amount of public benefit, or be so likely to promote an extension of trade.

I have, &c.

(signed) B. D. Gibbons.

— No. 10. —

LETTER from Mr. Stokes.

Tarbert, Ireland.

Sir,

Tralee, 19 July 1852.

I HAVE received your letter of the 16th instant, and, thinking it advisable that the Transatlantic Packet Committee should have full information on the subject of the projected improvement at Tarbert, I send you copies of all the documents relating to the proposed pier, which have been sent down here by the Board of Works.

I suppose you have Captain Wolfe's chart of the place, so I send only a tracing of the island, to show the site selected.

I am, &c.

(signed) Henry Stokes.

Captain Beechey, R.N.
Board of Trade, London.

— No. 11. —

LETTER from Mr. Stokes.

At Summer Assizes.

Sir,

Tralee, 13 July 1852.

THE enclosed copy of resolution of the grand jury of the county of Kerry at this assizes is sent to you on the suggestion of Sir Matthew Barrington, to let you have early intimation of the proposed improvement of the harbour of Tarbert, on the Lower Shannon.

I have, &c.

(signed) Henry Stokes,
County Surveyor, Kerry.

Captain Beechey, R.N.,
London.

County of Kerry, Ireland.—Summer Assizes, 1852.

Resolved, THAT, with reference to the report and plans of the harbour engineer of the Board of Works, for erecting a pier at Tarbert Island, and to their secretary's letter of the 1st July 1852, the Commissioners of Public Works be informed that we adopt and approve of the Plan No. 1, at the estimate of 10,300*l.*, so as to make a pier fit for the largest vessels and sea-going steamers, and that the Commissioners, in their provisional declaration, under the 12th section of the 9 Vict. c. 3, should constitute two districts for the repayment of a part of the sum of 5,300*l.*, to be applied for by way of loan, and to make assessments of that sum as follows:

	£.
The baronies of Iraghticonnor and Clanmaurice, in the county of Kerry, to repay - - - - -	1,850
The baronies of Shaing and Glenguir, in the county of Limerick, to repay - - - - -	1,250
The county of Kerry at large, to repay - - - - -	2,300
	5,400
£.	

And we request the Commissioners of Public Works to follow up their letter of the 1st July, by a strong recommendation to the Lords of the Treasury to make an advance by way of free grant to the maximum amount allowed by law, viz. 5,000*l.*, as this work is not only one of great local utility, but may be fairly viewed as of great national importance.

(signed) W. D. Geoffrey, Foreman.

— No. 12. —

RESOLUTION of Harbour Commissioners at *Limerick*, respecting Improving the Navigation of the *Shannon* to *Limerick*.

Limerick Harbour Commissioners' Office,

6 July 1852.

Gentlemen,

AT a meeting of the Harbour Commissioners, held this day, the following resolution was unanimously adopted by them, in reference to the queries submitted by you to that body; viz.

Resolved, That the Harbour Commissioners do pledge themselves that the necessary lights and buoys, and the dredging of the channel, will be provided and maintained in the manner required in the questions submitted to them by the Transatlantic Packet Committee of Inquiry this day.

I remain, &c.

(signed) Thomas Kane,
Mayor and Chairman.

To Captain Beechey and the Gentlemen
of the Transatlantic Packet Inquiry.

EVIDENCE TAKEN AT LIMERICK.

I N D E X.

NO.	DATE.	NAME.	OCCUPATION, &c.	PAGE.
1	29 June	Michael Crotty	Pilot for the Shannon	42
2	30 June	Wm. Randall	Harbour Master of Limerick	42
3	"	Patrick Brennan	Pilot for the Shannon	44
4	"	Timy. Gorman	Master of the "Jane Black"	45
5	"	Dd. J. Jenkins	Ditto - ditto "European"	46
6	1 July	Francis Spaight	Lloyd's Agent	46
7	"	John Ferguson	Master of the "Primrose"	47
8	"	Thomas Waters	Pilot of the Shannon	48
9	"	Henry Coxhead	Master of the "Florence"	48
10	"	William Oakes	Provision Merchant	49
11	"	Michael Murray	Pilot	49
12	"	John W. Trousdell	Comptroller of Customs, Limerick	50
13	2 July	Charles Bingham	Master of the "Garry Owen"	52
14	"	Wm. Bishop	Ditto - ditto "City of Limerick"	53
15	"	John Long	Civil Engineer	54
16	5 July	F. W. Russell	Merchant	56
17	"	Michael R. Ryan	Ditto (American Consul)	57
18	"	Sir M. Barrington, Bart.	Queen's Counsel	57
19	"	George Fenning	Underwriter at Lloyd's	57
20	25 June	Capt. Beechey	Captain, R.N.	58
21	6 July	Thos. G. Fitzgerald	Queen's Counsel	59
22	"	Thos. Kearney	Estimator of Railroads	59
23	"	C. R. Johnson	Commander, R.N.	60

QUESTIONS.

1. WHAT is your name and occupation?
2. What has been your experience on the west coast of Ireland?
3. Are you acquainted with the ports of Galway, and the Shannon?
4. Have you made either the port of Galway or the Shannon in thick weather when coming from sea; if so, how often?
5. Would you, in a steamer drawing 19½ feet water, run for either Galway Bay or the Shannon in thick weather, not having had observations for a day or two previous, trusting to the deep-sea soundings?
6. Is the Bay of Galway or the Shannon of such a nature that you would run for them in clear weather, either by day or night, in a steamer, without having made any previous landfall?
7. Are the soundings off either the Bay of Galway or the Shannon a sufficient guide to those ports in thick weather; and if so, can you state the peculiarities of the soundings?
8. Can you state the depths of water at 5, 10, 20, 30, 40 and 50 miles seaward, giving the nature of the bottom and position of such soundings?
9. Are you acquainted with the set of the tides off the western coast of Ireland; if so, state how they run, and whether they would be likely to throw a ship out of her course in making the land,* more particularly at the mouth of the Shannon?
10. If you were off the coast with a westerly gale and thick weather, and had to run for a port, which port would you prefer making, Galway or the Shannon?
11. Have you ever known any vessel obliged to keep the sea, or run for other ports in preference to Galway or the Shannon on account of bad weather?
12. Do you think it would be safe for a steamer, 290 feet long, to heave-to for soundings on this coast in a gale of wind from the westward?
13. Would you depend upon the soundings obtained under these circumstances?
14. Are there any good landmarks about either Galway or the Shannon by which you would.

* To those who were acquainted with the Shannon.

would be certain to distinguish the situation of either of these ports, and which do you think has the most remarkable?

15. Have you ever run for Galway Roads or the Shannon, in a gale of wind blowing right in?

16. If you were in command of a steamer drawing $19\frac{1}{2}$ feet, having passed the Arran Islands or the Blaskets, would you have any hesitation to run for Galway Roads or the Shannon in a gale of wind blowing right in, at night or in thick weather?

17. Is the holding ground good in Galway Roads?

18. Have you ever known vessels drive in the roadstead of Galway?

19. Do the gales blow home to the roadstead of Galway?

20. Does the heavy sea or swell in westerly gales of wind come home to Galway Roadstead?

21. Is there much sea or swell inside of Mutton Island under such circumstances?

22. Is the roadstead of Galway safe for a steamer of $19\frac{1}{2}$ feet water, and 290 feet long, to lie at anchor during all times of tide and in all weathers; if not, could any practicable arrangement of pier make it so?

23. Do you know any part of Galway Bay that could be more easily made available for a packet station than Galway Roads?

24. Could a steamer drawing $19\frac{1}{2}$ feet go to sea with safety in all weathers?

25. In the present state of Galway Roadstead could steamers drawing $19\frac{1}{2}$ feet embark or disembark passengers and mails in any weather; if not, what practicable arrangements could be made to render it so?

26. What is the usual character of the weather in summer on the west coast of Ireland, and what in winter?

27. Does thick and misty weather often occur on the western coast of Ireland, and do they accompany the gales?

28. Are the fogs of frequent occurrence?

29. With what wind does the misty weather prevail?

30. Can you state the prevailing winds at the different seasons of the year?

31. What wind sends the heaviest sea into Galway Roads, and into the Shannon?

32. Is the sea heavy outside the Arran Islands, and between the Blaskets and Slyne Head, and does it usually precede the gales?

33. Is the sea heavy in gales of wind between the Arran Islands and Mutton Island, and between Loop Head and Brandon Head?

34. Which do you consider the safest of the Arran Channels to run through in bad weather?

35. Have you been at sea on this coast during the winter months; if so, state your experience of the weather and the sea?

36. Do the gales which arise on this coast blow with violence, and do they last long?

37. From your experience on this coast during the winter months, do you think that the wind and sea and dark misty nights, in heavy gales, would be likely to prevent the regularity of the arrival and departure of the mails, supposing either the ports of Galway or the Shannon were made a packet station?

38. Do you know any objection to making Galway or the Shannon a packet station?

39. If a vessel were embayed between Slyne Head and the Blaskets, which would be the safest port to run for, Galway or the Shannon, supposing she could reach either, having no pilot on board?

Additional Queries relative to the SHANNON.

1. If you were in command of a steamer drawing $19\frac{1}{2}$ feet water, off Brandon Head, would you have any hesitation in running for the Shannon in a gale of wind and in thick weather?

2. State the best anchorage for a large steamer in the Shannon. State their respective advantages and disadvantages for large steamers?

3. What is the nature of the anchorage at Carrigaholt?

4. Have you ever known vessels to drive from Carrigaholt?

Appendix.

5. Do the westerly gales blow with as much violence up the Shannon as they do outside ?
6. In westerly gales, how far up the Shannon does the heavy sea or swell extend ?
7. What wind sends the heaviest sea into the Shannon ?
8. In a westerly gale, in thick weather, or at night, would you have any hesitation in running up the Shannon ?
9. What sort of an anchorage is Scattery Roads ?
10. Is Tarbert a safe anchorage, and would there be any objection to the construction of a harbour there for the accommodation of the packets, from the set of the tides or other causes ?
11. If a pier were constructed at Tarbert, would it require to be protected against the easterly winds ?
12. What do you think of Foynes Harbour for a station ?
13. If the packets drawing 20 feet were to anchor at Tarbert, could small steamers go alongside at all times to take passengers out ?
14. If you were constantly making the Shannon from the westward, would you rather have a light upon the Skelligs or upon the Foze Rock ?

ANSWERS TO QUESTIONS.

No. 1.—Answers, 29 June 1852.

1 & 2. MICHAEL CROTTY, pilot of the Shannon from Loop Head or the Blaskets, to Limerick, for six years. Have picked up and brought in many ships.

3. Well acquainted with the Shannon, not acquainted with Galway.

4. Have often brought in ships in thick weather. If I could see any distance at all, I would run a ship up. If I could not, I would heave-to.

5. If I could see the land, no matter how it blew, I would run the ship up.

7. I cannot say.

9. Yes, sir ; the tide runs right out on the ebb, drawing more to north-west, and the flood comes in the same way four or five miles off Loop Head. The general set of the tides off Loop Head, between that and the Blaskets, is in the direction of the land.

10. The Shannon, because it is safer, and I could get an anchorage after getting inside Carrigaholt.

14. Yes, sir, the Blaskets, Brandon Mountains, Kerry Head, or Loop Head.

15. No.

16. Yes, sir, or any ship can run for Carrigaholt Road, and bring up in all weathers.

Q. What is the nature of the anchorage at Carrigaholt Roads?—A. It is a safe place and good holding ground, with wind from south-west by west to north-north-west.

What of Scattery?—Still better than Carrigaholt. It is safe with all winds and good holding ground.

What of Tarbert?—It is as good as Scattery ; with the west and north-west winds there could not be better ; but with the wind from south-east and east it is not so good, if you anchor inside the tides, which is the proper anchorage. The tides are no great inconvenience.

During your experience as a pilot, have you ever been kept outside of this port on account of thick weather?—No, sir.

26. In summer, fine beautiful weather ; in the winter, you would very seldom see a gale of wind off this coast now ; you would formerly, but not now.

27. Yes, sometimes ; thick and misty weather sometimes accompanies the gales, but do not last long.

28. Yes, sir, you would get a few days of fog during the year.

29. Sometimes south, south-east, and south-west, and westerly.

31. From south by east to south by west sends the worst sea into Carrigaholt Roads.

Q. Do westerly gales make much sea in the mouth of the Shannon?—A. Yes, sir, especially with ebb tides.

Explain the nature of the sea between Loop Head and the south shore in heavy gales of wind?—On Kilstiffin Bank the sea breaks very violently, but there is no sea at the mouth of the Shannon in particular that is dangerous to vessels.

Which is the best anchorage in the Shannon for large ships 300 feet long, 22 feet water?—Laba Sheeda.

(signed) Michael Crotty.

No. 2.—Answers, 30 June 1852.

1. William Randall, harbour-master, Limerick.

2. Formerly shipmaster for about 30 years, sailing out of Limerick for several years, and out of Galway four times. Lived at Galway occasionally during a period of two years.

3. Yes,

3. Yes, with both; but better with the Shannon.
4. Frequently the Shannon; Galway once or twice, I think.
5. I should be very tenacious of running to either port; but, if I were obliged to run, I would select the Blaskets; but I should not think it prudent, trusting to my dead reckoning and soundings, to run any place between Loop Head and Slyne's Head, unless I had previously made the land; but having made Loop Head I should not hesitate to run for Galway.
6. I think you might safely run for either port in clear weather.
7. I should be very loth to depend entirely on the soundings, which I think too irregular to depend much upon. I do not know anything about the soundings outside Galway.
8. Off the Shannon, 15 miles west of the Blaskets, and then in a line north-south for about 25 miles, I think I would get about 75 fathoms.
9. I have always found that there is a little of the northerly influence of Rennell's current round Cape Clear, some distance off thence to the Blaskets.
10. I would prefer the Shannon; because, first, I would get into shelter and safety sooner; secondly, a wider and better entrance; and, thirdly, that I would avoid the dangerous coast of Mal Bay.
11. Not to my knowledge; except when they got to leeward of their port.
12. I do not think more so than any other part of the Irish or English Channels.
- 13 & 14. Not put.
15. Not for Galway; but I have frequently for the Shannon, in all winds and in all weathers.
16. See Answer No. 5.
- 17 & 18. Not put.
19. Yes.
- 20 & 21. I have seen the sea break over Nimmo's Pier in heavy westerly gales.
22. Yes.
- 23 & 24. Not put.
25. Certainly not. I have seen for three or four days, and sometimes for a week, blowing heavy from the westward, that you could not communicate between the roads and the land.
26. In summer, very variable, with strong westerly winds frequently, but very little easterly winds; in winter the weather is bad, generally more open, that is, more rainy and blowing than in the English Channel.
27. Frequently thick and misty weather accompanies the gales from the south and west-south-west; with gales from the northward and north-west it is generally clear.
28. Not so much as in the English or Irish Channels.
29. Southerly. See 27.
30. [Mr. Randall put in a statement of the weather.]
31. Not put.
32. The sea is not heavier than in the Atlantic, and gets up before the gale.
33. The sea is heavy.
34. Not put.
35. Yes, several winters. I generally found that the prevailing winds were from west to west-north-west. The south-west gales do not last so long as they do in the Channels (English and Irish). They change round to west-north-west, and the weather generally clears, but the gale still continues.
36. They blow hard, and last generally for six or eight hours, and chop round to the north-west and west-north-west, and then last double that time.
37. I cannot speak with confidence with respect to Galway; but, with reference to the Shannon, I think the duty could be performed as regularly as at Southampton, Liverpool, Holyhead, or Milford.

(signed) *William Randall.*

Answers to Questions applicable to River SHANNON, Mr. *Randall.*

1. No hesitation whatever. If I knew where I was there are no difficulties in the entrance to the Shannon which would prevent my running. Kilstiffin would offer no obstacle, if I got sight of Loop Head or Kerry Head previously.
- 1 (b). I think so. The soundings shoal so gradually towards the Cashen, that, by slowing my engines, I could safely find my way to the lead to make the Kilcredan Light. I would run in 15 fathom water till drawing towards the Cashen.
2. Carrigaholt is sheltered from westerly to north-westerly winds, and from south-south-west to south-south-east, has good holding ground, and very little tides. Scattery is sheltered from west to north-east, the holding-ground good, and the tides slack. Tarbert, well sheltered from north-north-west round by west to south-west, the holding-ground good; the tides for large vessels would be inconvenient; a large vessel would have to lie between the two tides. Labra Sheeda is only fit for small vessels. Foynes anchorage extends from shore to shore, perfectly safe at all times; the tides are strong, but not inconvenient.

Appendix.

Q. What are the disadvantages of each of these harbours?—A. Carrigaholt is open to easterly winds, and also from west-south-west to south-south-west; it is an exposed anchorage; it is not an easy anchorage with a south-west gale; I have never seen any vessels drive from there, and I consider it safe in event of vessels running in. Scatterry is open to the south-east. Tarbert is open to the east-south-east and south-east, and the opening ebb runs about $3\frac{1}{2}$ knots, flood about three knots per hour; the tides are strong and inconvenient. Foynes has no disadvantages.

5. I think so.

6. Not above Beal Bar.

Q. In the mouth of the Shannon is the sea heavy in westerly gales with an ebb tide?—A. Yes, but I have never known of any accident from it, and I do not think it would interfere with a large steamer, either going to sea or running in, in any weather.

10. Oh, yes; safely as far as Foynes, by my soundings. I should take the soundings from the north shore as far as Scatterry, and from the south shore from Carrig Island to Tarbert, and from Tarbert to Foynes on the south shore. No objection at all but the expense, and I should add, its liability to silt up.

11. Decidedly.

12. I cannot add anything to my evidence at pp. 73, 197, and 328 in the blue book, but I will furnish a sketch of what I consider would render Foynes available for a packet station.

13. I should say "yes."

Q. If a steamer could not get into Foynes Harbour, but was obliged to remain in the roads, could she at all times disembark her passengers and mails by means of a small tender or steamer, such as those used at Liverpool?—A. Yes.

Are there any circumstances which you think would prevent a steamer of such a size getting into Foynes Harbour at all times?—None whatever except fog, provided it was properly lighted and buoyed.

What is the greatest draught of water you could safely bring up the Shannon to Limerick at neap tides, and what water have you over the sill of the new basin?—Seventeen feet is the greatest draught that I could safely bring up to Limerick, and the water over the sill of the basin is 22 feet.

(signed) *William Randall.*

Additional Evidence, 5 July 1852.

Q. As harbour-master, and having the responsibility of providing for the safety and accommodation of these large steamers, should Foynes be chosen by the Government for the packet station, are you prepared to state that Foynes Harbour is sufficiently capacious, and that the strength of the tides would not offer any objection?—A. In my opinion, for all the objects of this service, and for the safety and security of the packets, Foynes Harbour is in every respect qualified.

Can you state the strength of the spring tide, ebb and flood, at Foynes Harbour?—Yes; for the first two hours of the flood it sets into the harbour at the rate of three knots per hour, after which the tide slackens to about two knots. For about one hour at half-ebb the tide sets out of the harbour at the rate of about three knots, for the remainder of the time about $2\frac{1}{2}$ knots.

(signed) *William Randall.*

No. 3.—Answers, 30 June 1852.

1 & 2. Pat. Brennan, Pilot between Loop Head and the Skelligs, Limerick and Galway also, for the last 40 years or over.

3. I am well acquainted with both.

4. Not at Galway; I have into the Shannon, taking charge between Brandon and the Blaskets, steering east by north from the Blaskets to Loop Head. If I were not very far off to the northward of the land, I would get my soundings from 50 to 27 fathoms as I drew up between Loop and Kerry Heads.

5. If I did not know where I was I would not run for any place. I have often gone on board as pilot; it came on thick weather, and I put her head to sea again till it cleared.

6. Yes, by either night or day.

7. I do not know anything of the soundings outside Arran; I would not trust the soundings outside the Shannon.

8. Not put.

9. The tides set north and south off the Blaskets, but at some distance off I cannot say how they run.

10. I would prefer the Shannon. If inside Loop Head I call myself safe, but I cannot call myself safe running for Galway till inside Arran a great distance indeed, because the coast from Loop Head to Arran is an iron-bound coast. I think the sea is heavier off Arran than Loop Head.

15. I have

15. I have, into both. Once I could not fetch Loop Head, and was obliged to bear up and run into Galway; I anchored there off Mutton Island.
26. Summer: in general, *genteel* good weather. Winter: heavy westerly gales frequent.
27. Not very often.
28. Not many.
29. Westerly.
32. A good lump of a sea, especially with ebb tides.
36. Sometimes very hard, but not often.
37. There are some winters in which she might come in every night, and some in which she would be kept three or four times out.

SHANNON:

3. Good anchorage at Carrigaholt.
4. I never knew a vessel drive out of it.
5. Not put.
6. As far as Beal Bar.
7. Westerly.
8. I would not like to run up in thick weather at night time; I would drop my anchor between Carrigaholt and Scatterry; but if a light vessel were on Scatterry Shoal I would be all right then.
10. Safe anchorage.

Q. Is there much sea on Kilstiffin Bank?—A. Oh, a very heavy sea; I knew a vessel (a Portuguese schooner) wrecked on it; a sea struck her, &c.

12. If a pier was built in a line with her course that I could run the steamer alongside without swinging, I think I could, but in a gale of wind I would anchor at Foynes Roads.

(signed) *Patrick Brennan.*

No. 4.—Answers, 30 June 1852.

1. Timothy Gorman, master of the "Jane Black" of Limerick, 579 tons register.
2. Thirty-six years master, sailing out of the port of Limerick; not acquainted with Galway.
3. Not put.
4. I have repeatedly made the mouth of the Shannon, coming from the sea in thick weather.
- 5, 6, 7, 8 & 9. Not put.
10. I think she might run for the Shannon in safety; I do not know anything about Galway.
- 11 to 25 inclusive, not put.
- 26 & 27. In summer, generally hazy weather, winds prevailing nine months out of the year from west to south-south-west. In summer the weather is variable. In winter heavy south-west winds; the north-west winds are short; they blow hard from north-west.
28. Not very.
29. See 27.

Q. Do you find the sea heavy between Loop Head and the Blaskets, in a north-north-west gale?—A. There is a long heavy swell, but the sea does not break much.

30 to 36 inclusive, not put.

37. I do not think it would (see No. 1, Shannon Questions). I should not expect to be detained one hour at any time.

Answers to Questions relative to the SHANNON.

1. If I could see the land half a mile off, and knew where I was by my latitude, I would steer boldly for a place between Loop Head and Kerry Head. I do not think the soundings from inside Kerry Head are of any use; if the weather is very rough, the sea breaking along the shore will guide me up to Carrigaholt. In 61 voyages from America to Limerick, I have never to my knowledge hove-to for more than two hours on account of thick weather.

2. Labasheda is the best in the Shannon, next Tarbert and Foynes.

3 & 4. Excellent anchorage from 12 fathoms to five fathoms; the holding ground is good, and it is secure anchorage with all winds. I have known foreigners drive, but not when well found.

5. They do, sir, but not so strong outside.

6. Not beyond Kilcraden Point, which breaks the sea and shelters the Shannon.

7. North-west wind.

8. The last voyage I made it was a dark night, and I had to go by the lead, and my compass course from Kilcraden Point up to Tarbert; it was then dead low water. I took my soundings from the north shore, and rounded Scatterry in eight fathoms.

(signed) *Timothy Gorman.*

Appendix.

No. 5.—Answers, 30 June 1852.

1. David James Jenkins, master of the "European" screw steamer, trading to London.
 2. I am master on this coast since 1843, coasting trade and Quebec.
 3. Was in Galway Bay twice, once in fine weather, and once when it was blowing a gale of wind. I have been 18 times to London, in and out of the Shannon, within these last nine months.
 4. I have made the Shannon several times in thick weather, but it was not very thick when I ran into Galway. I have on three occasions made the Shannon from the Land's End without seeing any other lands till I made Kilcraden Point; ran in by my soundings. I would decidedly run into Galway under the same circumstances, having previously made either the Blaskets or Loop Head. I would decidedly prefer the Shannon on account of the great width of the entrance, and the regularity of the soundings from Brandon to Kerry Head.
 7. Yes, if I was off Kerry, and to strike soundings in 90 or 95 fathoms, I would steer south-south-east till I got 45 fathoms; then if I did not see the land, I would haul up for the Shannon, steering east, and the soundings would guide me in. I would keep 18 fathoms; I would not shoal between the Heads in less than 18 fathoms. I cannot say anything about the soundings off Galway.
 8. At 90 fathoms, in the parallel of Kerry, rocky ground; off Brandon, at 45 fathoms, hard, off the Hag's Island, sand; between the Head there is a bank of 15 or 16 fathoms hard ground, which would be a good guide for me in thick weather, if I struck the sounding upon it. I think the soundings would be sure to keep you out of Tralee or Brandon Bay.
- Q.** If you were coming round the western coast of Ireland bound to the Shannon, would you rather have the light on the Skellig Rock or on the Foze Rock?—**A.** On the Foze Rock decidedly; coming from the westward it would be advisable that there should be a light on the Foze Rock.
9. On sounding the south-west coast, I have generally found the tide setting to the northward; not enough to affect a steamer's course. Off the mouth of the Shannon there is an ebb and flood stream setting about west by south and east by north about one knot.
 10. Not put.
 11. Never.
 26. Summer, strong breezes, two thirds; winter, much the same as the English Channel, except I think the seas are heavier.
 - 27 & 29. In gales from west-south-west to south-south-west we have generally thick weather, but from west-south-west to north-west it is generally clear.
 28. Much about the same as the English Channel.
 30. Spring, south-west to westerly winds; summer, south-west to west-north-west; autumn, more northerly; winter, south-west to north-west; very few easterly winds.
 33. Yes, the sea is heavy, with westerly gales.
 36. I have known them blow heavy from 30 to 36 hours.
 37. No, sir; I do not think it would interrupt them. I would rather make the Shannon from America in the vessel I command, than the packet station at Southampton.
 38. I think she might safely run for the Shannon. From what I know of Galway, a vessel might as safely run up there into Galway Roads; but I think the anchorage would be far more exposed there, than anchorage in the Shannon, where I should bring up.

SHANNON:

- 3 & 4. The ground is good. A vessel running in from sea with a south-west gale would be safe there. I have never known any vessels drive from Carrigaholt Roads.
6. You break it directly you pass Kilcraden.
7. West-north-west.
8. No. In my own vessel I always run up, night and day; in thick weather I go by my soundings, and at night by the lights, if clear. I would run up to Foynes with any wind or weather, at any time of tide; but in a large steamer, such as a Transatlantic packet, I would have no more hesitation than I would in the Mersey or the Thames.
10. Yes.

(signed) David James Jenkins.

No. 6.—Answers, 1 July 1852.

Q. Your name and occupation?—**A.** Francis Spaight, Lloyd's agent for Limerick. My district extends to the whole of the River Shannon, south side, and as far out as Kerry Head and Tralee Bay; on the north to Kilrush.

Have many casualties occurred here, either by wrecks on the coast, or damage from sea and wind?—There have been several wrecks on the coast, but I cannot state the number: one or two in Mal Bay. Several vessels have put into the Shannon, damaged by heavy seas outside off the coast. There is at present in Limerick a French ship, from Panama to Havre, damaged by stress of weather outside, put in here for repairs.

Is the rate of insurance higher for ports on this coast than for other ports in the United Kingdom, during the summer or winter?—I think that probably in the winter the insurance is greater to this port than to Cork, from London; but from America the insurance is as low to Limerick as to any port in the United Kingdom.

(signed) *Francis Spaight.*

Appendix.

No. 7.—Answers, 1 July 1852.

1. John Ferguson, master of the "Primrose," of Limerick, 533 tons register.
2. I have been coasting about here for the last 20 years.
3. I was in Galway two or three times, but am more acquainted with the Shannon.
4. Yes, sir; I have run within a few miles in thick weather; I have run in between Loop Head and Kerry Head, when I could not see either, on a voyage from America, with good observations the day before. I have never run for Galway in thick weather, but I came out of Galway when I could not see more than two or three miles.
5. I should not think it prudent under such circumstances.
6. If it was clear, I should not hesitate to run for either place.
7. If the weather was bad, I do not think the soundings could be obtained with sufficient exactness; and under any circumstances a stranger would not be guided by them. I do not sufficiently remember the soundings off Galway Bay.
8. Not put.
9. I am not.
10. For the Shannon, because the anchorage is better, and she could get out to sea again easier. I think it is easier to make the Shannon, because the land is more remarkable and bolder. I do not think the tides are any inconvenience in the Shannon.
11. I have been in a vessel when we would not venture to run in; it was blowing strong, and rather thick.
- 12, 13, & 14. Not put.
15. I have run into Casleh Bay in a brig of about 200 tons. We left the Shannon bound to Glasgow, north about; the wind was south-west when we cleared Loop Head; as we got along it veered round to the north-west, when it blew a gale of wind, and we lost our water casks, and went into Casleh Bay for shelter; a coast guard took me into Casleh Bay. It is a very good port for small vessels in any wind. I have not run for Galway Roads. I have frequently run for the Shannon when blowing a gale of wind right in; I have run for it in a north-west wind; there is a great sea with that wind.
20. I never found a heavy swell, but the riding is heavy in the chains.
25. I do not think the passengers could be disembarked at that time.
26. In summer, in Galway Bay, it is often thick when it is not here. I once left Galway in very thick weather, and when I arrived at the Shannon I was told there had been no thick weather here; I have often heard from fishermen that this is the case. In summer, off the Shannon, the weather is often clearer than in the English Channel. In the winter, generally on the Irish coast the weather is rough; we have frequent gales in the winter, and occasionally in the summer.
27. Yes, when it is blowing hard you will not see very far.
28. No.
29. Southerly.
30. Spring, summer, autumn, winter. Westerly winds prevail generally on this coast south-west to north-west.
31. North-west or north-north-west winds.
32. Not put.
33. It is heavy, but I have found it heavier some distance to the westward of the Blaskets. I have found the sea off the Blaskets heavier than any place I have experienced.
37. No, I do not know any objection; I think the regularity would be equal to that of Southampton or Holyhead, and I think the danger is less, as there are not so many ships to keep clear of.
38. I know no objection.

SHANNON:

- 1 (b). I think I could by my soundings.
3. It is very well to stop one tide. If a ship is well found, she could ride out a gale of wind from the west there.
4. No.
5. They do.
6. Not past Beal Bar.
7. Westerly.
- 7 (b). Sometimes it is for vessels of any size. I have heard of vessels being damaged there by the sea.
8. I would, for in thick weather no pilot, I think, could do it.
9. Very good anchorage.
10. It is, sir. I do not know any objection to the construction of a harbour for packets there; the communication by small steamers could be always kept up.
11. Not put.
- 22.

Appendix.

12. I am not acquainted with Foynes Harbour. Foynes Road is a very good anchorage, but I think Laba Sheeda better.

13. See 10.

14. I should prefer it on the Foze.

15. Nineteen feet in about four hours. In spring tides I have been towed up in about three hours. It is very awkward navigation. I do not think, in neap tides, a vessel drawing 17 feet water could get alongside the quay. From Beigh Castle up the navigation is dangerous for a large vessel.

(signed) *John Ferguson.*

No. 8.—Answers, 1 July 1852.

1. Thomas Waters, pilot of the River Shannon for 14 years, between Carrigaholt and Limerick.

3. Am with the Shannon, not with Galway.

SHANNON :

2. Carrigaholt, Scattery, Tarbert, Labasheeda, and Foynes.

3. Carrigaholt holding-ground is very good.

4. Never.

5. Yes, sir.

6. As far as Tarbert. Beal Bar breaks it a little ; but there is a long fetch of sea.

7. About west-south-west.

8. I think I would take her to Foynes ; but I would not like to go into Foynes Harbour. I would go from Loop Head by the sound of the breakers, if I did not see the land. The lead would be of no use to me until I got abreast of Kilstiffin. It shoals as you get near this bank, and I would use my judgment to keep the ship clear of it. From Carrigaholt, I would run on the north shore in eight fathoms, till I judged myself abreast of Beal Bar, or I got a glimpse of the light, and then steer east-south-east for Tarbert ; the tides would not throw me out. I could run from Tarbert by my lead on the south shore to Foynes Roads, but would not take the steamer into the harbour.

9. Not put.

10. Yes ; there is no great sea there ; you can land at all times in a good four-oared boat. A small steamer could land passengers at any time or weather. If a pier were constructed, I would not, in an easterly gale, like to lie on the weather side of it.

11. See 10.

12. I am not acquainted with Foynes Harbour ; I would not like to try it at night time in a large vessel.

13. See 10.

14. Not put.

15. At neap tides, about 13 feet ; at lowest neaps, in deepest quay ; at ordinary neaps, about 15 feet ; at common springs, 17 to 18 feet ; and at the highest springs, 19 feet.

Q. At what time of tide would you start from Foynes in a steamer drawing 17 feet water, and 300 feet long, to save your tide into the basin at Limerick ?—A. At about half flood on spring tides. The distance is about 27 miles by river.

(signed) *Thomas Waters.*

No. 9.—Answers, 1 July 1852.

1. Henry Coxhead, master of the "Florence," of London, 179 tons register.

2. No, I have not much experience on the west coast of Ireland.

3. I have been four times to the Shannon, but never to Galway.

4. I made the Blaskets in thick weather last year, so thick that I could scarcely see the length of the ship. I saw the tops of them just appearing above the fogs, and immediately knew where I was, and shaped my course for the Shannon, making Brandon, Kerry, and Loop Heads.

5. I do not think that the soundings are a sufficient guide in thick weather, as they are at present laid down upon the chart.

10. The Shannon, because it is easy of access, and the land is easily known. The Brandon Mountains may be seen 50 miles to the westward.

26. In the winter, generally the westerly winds blow pretty strong on the coast ; in the summer, generally fine, but rather hazy outside.

Q. If you were trading to either of the ports, Limerick or Plymouth, from North America, which would you prefer being consigned to, taking into consideration the probabilities of bad weather, heavy seas, and misty and thick weather, &c. &c., winter and summer ?—

A. I would prefer trading to the Shannon.

35. I have come home in the fall voyage in November and December, and left again in April. I have no experience in the winter months.

38. None that I am aware of.

(signed) *Henry Coxhead.*

No. 10.—Answers, 1 July 1852.

1. William Oakes, merchant.
2. Was trading from Limerick to London for 17 or 18 years, as master and part owner of vessels from 160 to 200 tons register. I have been residing in Limerick for the last eight years carrying on business.
3. I am not acquainted with Galway, but am with the Shannon.
4. Yes, sir, the Shannon, frequently, in all weathers, but not Galway.
5. I would. In drawing in towards Brandon I could always tell by my soundings whether I was to the northward of the Shannon's mouth; for if I was in a line between Kerry Head and Loop Head, I would have 25 to 15 fathoms water; but to the northward of Loop Head you will get deeper water till you run ashore, and I think it is the easiest harbour to make that I ever knew.
- 6, 7 & 8. See 5.
10. The Shannon would be the safest, because I can make it with a degree of confidence, and when I make the Shannon I can get into safety. The weather continues thick longer about the Arran Islands than in the mouth of the Shannon.
- 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24 & 25. Not put.
26. Winter, generally wild, and there is a good deal of hazy thick weather on the coast, particularly about the south coast, towards Cork, but with us in the Shannon the southerly wind is sometimes clear; summer, fine weather, variable, with strong breezes occasionally.
28. We have fogs, but they are not general.
29. South-west.
30. From south-west to north-west.
31. North-west.
32. I think there is more sea as you stand out to the northward or north-westward. The sea is heavy outside the headlands.
33. In heavy gales you get heavy seas on the bank. North-west from Kerry Head there is a very heavy sea.
37. As far as my opinion goes, they would not prevent the regularity of the delivery, &c. of the mails in the Shannon. I do not know Galway.

SHANNON :

3. Yes, very good anchorage.
 4. Never heard of one.
 5. Yes.
 6. Not beyond the Beal Bar.
 7. West-north-west.
 8. I would not.
 10. It is safe in all winds; the worst wind is a north-west wind against an ebb tide; it causes ships to break their sheer. I think a small steam boat could go alongside the ship in the roads at all times of tide, and take out the mails and passengers.
 14. I would like a light on the Foze Rock in preference to the Skelligs.
 15. I have never seen it but once.
- Q. How long have your screw boats been running to London?—A. I think since October 1851.
- Had any detention taken place to prevent the regular arrivals and departures of your screws, from stress of weather or other circumstances?—No, they have always come as regular as a mail coach.
- Would you state your opinion as to the character of the weather last winter, as compared with the usual winters on this coast?—On the whole, a severe open one; we had not those very severe storms that we have experienced in other years.
- Will you state what your insurance is in summer and winter between this and London?—Two shillings and sixpence per cent. less in summer than in winter.

(signed) W. Oakes.

No. 11.—Answers, 1 July 1852.

1. Michael Murray, river pilot of the Shannon.
2. I have been a pilot for the last 13 years, and acted as pilot in various men-of-war on this coast from Cork to Westport during the famine of 1847.
3. Yes, both.
4. Yes, I have, both night and day.
5. I would, for the Shannon, if I could get hold of the land; I think I would trust to the soundings. The sand is brighter to the northward of the Blaskets than in Dingle Bay. I would not like to run for Galway by the soundings, because the entrance is shut up by the Arran Islands, and the sounds are all foul by broken water and heavy seas, except Gregory's Sound, through which the sea runs truer.
6. I would run for either of them, if the weather was clear, by day or night; but I would prefer the Shannon, because I would sooner get into smooth water.
- 7 & 8. Not put.
9. At 10 miles off the land I do not think there is any tide, or if any, very little.

Appendix.

10. If she could lay hold of the Shannon it is the only place for her, because the Shannon is open, no danger from the tides; and altogether there is not so much sea off the Shannon as off the Arran Islands, because the whole drift of the Atlantic is in there; and the islands are very difficult to make out owing to the mist which hangs over them, which is much more frequent than off here. It is a rare thing to see a day's clear weather there. The mist blows away from this coast down there, and hangs upon the land.

11. No.

12. Not put.

13. Never tried for soundings the whole time I have been in Government steamers. We always kept land on board, and ran in for the first port for shelter if it came thick.

14 & 15. Not put.

16. Yes, if I got hold of the Blaskets I would run her; I would be sure to catch hold of the Kilcraden Light, or I would run by the breakers; I would go into Carrigaholt Roads, and let it blow high or low I would have smooth water.

26. Course enough in the winter; when the weather sets in from the south-west it is pretty hazy and thick, frequent gales and strong breezes. In summer the weather is pretty clear, not thick; moderate, and some gales.

27. See 26.

28. Not many.

29. About south and south-west.

30. About west and west-south-west are the most common winds and the worst weather.

31. North-west.

32. In coasting vessels bound for Scotland we always preferred going south about to north about, because there is much less sea. When we round the Blaskets we reckon ourselves running away from the sea, and after rounding Cape Clear we smoothen the water.

33. It is the tides help to break the sea.

37. I would run her till I'd catch hold of the breakers or the land.

SHANNON :

1 (b). I would for Carrigaholt Roads, sir.

3. A good anchorage; very good holding ground.

4. Never; I have seen them upset their windlasses.

5. Yes.

6. Once above Carrigaholt the sea decreases.

7. West-south-west.

7 (b). Why, indeed it is, sir. One morning, going out in the "Alban," we saw the "Stromboli" struck by a sea passing over Kilstiffin, when she washed away her headboards and part of her bulwarks. Ebb tides; wind west-south-west.

8. Yes, I would run as far as Foynes Roads.

10. Yes; but the ebb tide runs strong.

12. I have taken the "Avon," "Tartarus," "Sheerwater," and "Lucifer," into Foynes Harbour. On a dark night or thick fog I would not venture to go in there in a large steamer. I think a large steamer could be stopped alongside the pier; they could always go to sea from it.

13. I am sure she would in a gale (north-west), the worst wind there; and in the "Madagascar" the boats went alongside at all times in order to take meal out.

14. Upon the Foze Rock.

15. About 14 feet at neaps; 21 at ordinary springs.

(signed) ^{his} Michael x Murray.
mark.

No. 12.—Answers, 1 July 1852.

John W. Trousdell, Comptroller of Customs.

Has been over 40 years officially located on the west coast of Ireland. Has had the movements of the revenue cruisers under his control, before placed under that of the coast guard. Has sailed in and out of the Shannon in all weathers, night and day; knows nearly all the harbours on the Irish coast; knows Galway as well as the Shannon. Would run for the latter in bad weather when he would not think it prudent or safe to run for the former; considers the Arran Islands, and dangers of Mal Bay, particularly at night, the difficulty, as no straight course from the west will take a ship through any of the sounds of those islands, and of a dark and stormy night it is impossible to mark the exact point to diverge at, when a ship's length too soon or too late must be fatal.

Having the mouth of the Shannon open it may be run for with great confidence in the worst weather, hence all the casualties that occur on the west coast, such as ships disabled, short of provisions, or forced by stress of weather to seek a harbour, invariably make for the Shannon.

I have known East and West Indiamen, and troop ships, after trying to get up Channel, and being obliged to bear up, run for the Shannon in preference to any other harbour. I have known vessels from Galway after being obliged to bear up, run for the Shannon in preference

preference to returning to it, considering they would be more to windward, and in a fairer way for a fresh start. I have been river inspector of the Shannon for a long period. I think I know its capabilities. I consider it far superior to any other harbour on the west coast, and the easiest of access. All the navy may ride afloat in perfect safety from Kilcraden Point to Beagh Castle. And vessels drawing over 20 feet water may come into the dock at Limerick at tide time, when finished.

There are a few trifling obstructions in the channel between Beagh Castle and Limerick, which are intended to be removed, and which will make the reach of the river safer.

(signed) J. W. Trousdel.

LIST OF CASUALTIES.

(List, No. 1.)

1st. I can only state from memory a few cases, the records of office being left at the respective stations on the coast to which they belonged.

The most serious casualties invariably occurred between Slyne and Loop Heads, such as the loss of the "Martin," sloop of war; the West Indiaman, the "William;" the Norwegian ship, the "Deradler;" the Swedish ship, "Anna Sophia;" the emigrant ship, "Edmond;" the "Glenadle," from the river Gambia, &c.; the "Intrinsic," and all hands, and others whose names I do not now remember.

2d. A list of vessels in distress, which have run into the Shannon to take shelter, for the last 40 years, would make a voluminous catalogue.

I remember the names of only a few. The ———, name I forget, from Senegal, with gum; the "Emily," timber-laden; the "Dædalus," a Niemen ship, with cotton; the "Elizabeth," East Indiaman, dyestuffs and spices; the "Barossa," with troops from Ceylon; the "Magnifique," from Porto Rico; the "Superb," from Alexandria; the "Atalanta," from St. John's; the "Chusan," from New Orleans; the "Arab," from Venice; the "Ocean Bride;" the "Windsor Castle," dismasted off Cape Clear; the "Alice Bentley," from Liverpool to ———; the "Louis Eleone," from Tuspan to Havre de Grace.

Vessels from Galway which have run into the Shannon in preference to returning to it.

One (name I cannot now recollect) with marble blocks, for New York; the "Alarm," with wool, for Ostend; the "Jane Watson," with emigrants for New York; the "John," with emigrants for New York, and several other emigrant vessels, the names of which I cannot now remember.

N. B.—Contrast the case of the "Martin," sloop of war, List, No. 2, with that of the "Windsor Castle," List, No. 3, and a homeward-bound timber ship, List, No. 4, with instances of easy access to Shannon, List, No. 5.

1 July 1852.

(signed) J. W. T.

(List, No. 2.)

The Case of the "Martin," Sloop of War.

The "Martin" was caught between Slyne and Loop Heads in one of those storms that occur on every coast, owing to the indraft and send of the sea (wind west); she would not weather the land on either tack, and thus became land-locked, with that frightful abyss "Mal Bay" yawning to receive her trembling frame.

It may be asked, Where was that asylum harbour of Galway, so lauded by an eminent counsellor as "a leeward harbour of refuge," with the great natural breakwaters of the Arran Islands to shelter it? I answer, Where it now is, and must ever remain, a blank, under similar circumstances with these very islands, their foul, and triple and tortuous sounds, a barrier to its ever becoming available as a harbour of refuge.

Lieutenant Broad, R.N., states "once inside the Arran Islands," but he does not describe the difficulty of getting inside, which is simply that you cannot, of a dark and stormy night, run upon a straight course through any one of the three sounds; and Captain Hanley, R.N., states that Galway Bay may be run for, provided the Arran Light could be seen at a moderate distance; but every seaman knows that the drift and spray of the sea in a storm and mist prevent a light being seen, until you have nearly run it down.

To return to the "Martin." Sooner than run the gauntlet of these Arran Sounds, the gallant crew trusted to Providence, on their knees in prayer, on that dread night, with the ship hove-to, until at length every shred of canvas was blown from the bolt-ropes, and the ship soon after struck a rock with a dreadful crash, the masts going by the board, and, next morning at daylight, I had the satisfaction to see that noble band of seamen walk out in safety, not in Galway Roads, but on the Queen's high road at Seafield, where the

Appendix.

topsides and gun-deck of the "Martin" (forming a raft that no human aid could have furnished under the circumstances) carried them in safety, the ship having left her bottom on the Gaude Rocks, where she first struck, far out in the bay, so that here was a providential deliverance from the Charybdis of Mal Bay—its very name denoting evil or bad.

1 July 1852.

(signed) J. W. T.

(List, No. 3.)

The Case of the "Windsor Castle."

The "Windsor Castle," a large ship, over 800 tons burthen, was dismasted and abandoned off Cape Clear. Having drifted northwards along the coast, several attempts were made to get her into one or other of the numerous harbours that abound on that part of the coast, but without success. She was north-west of Loop Head when observed by the pilots of the Shannon, who with their frail canoes (wicker boats covered with canvas) succeeded in towing her in safety into the Shannon, for which they were awarded a salvage of some 5,000 £. or 6,000 £. Had she got a little further to the north she would have shortly gone to pieces in Mal Bay.

1 July 1852.

(signed) J. W. T.

(List, No. 4.)

The Case of a Timber Ship homeward-bound from America.

This ship having had a good observation before making the land, shaped a course east half south (by compass) for the Shannon. On the night of the following day one of these autumnal flurries or gales came on, and whilst the master and crew were shortening sail and making the ship snug aloft, not expecting to sight the land until next day, suddenly a man on the forecastle sung out, "Lights close under the larboard bow;" the helm was placed hard a port, and an anchor let go, all standing, which held. Next morning the master found himself under the shelter of Hog Island Cliff, in the Shannon, without the loss of a rope yarn, and without well knowing how he got there. The lights were those of the pier head at Cappa and a fleet of yachts* lying there during a regatta. The ship had run upon the above course, which it will be seen had taken her through the North Channel, and I do not know any other harbour on the west coast a ship could have escaped being wrecked under similar circumstances.

1 July 1852.

(signed) J. W. T.

(List, No. 5.)

Instances of Safe and Easy Access in running for and making the SHANNON.

In coming through the sound of the Blaskets at nightfall one of these sudden breaks in the weather occurred, when to return was more dangerous than to progress. Having got well through the intricate passage, a captain R.N. said he thought it would be most imprudent and dangerous to run for any harbour on the coast such a dark and stormy night; a few hours' run, however, convinced him of being in safety in the Shannon, which, as described by a high naval authority, is "all harbour." You may anchor anywhere there on the river.

Again, in one of these very rare instances of a fog on the west coast of Ireland I got a glimpse of the pinnacles of the Skelligs (above the fog), which enabled me to shape a course clear of the Foze Rock, and with an east wind, without seeing a bit of land until I observed the perpendicular white wall under the lighthouse at Kilcridan.

I beat a 50-ton cutter to moorings at foot of Cappa.

The soundings off the mouth of the Shannon are so well defined and laid down, there can be no mistaking the entrance.

I can produce the chart with the cutter's courses as pricked off at the time, and I consider it would have been much easier with a steamer to have made a straight course all the way.

I do not know any other harbour on the west coast of Ireland I should have ventured to beat into under similar circumstances.

1 July 1852.

(signed) J. W. T.

No. 13.—Answers, 2 July 1852.

1. Charles Bingham, master of the "Garryowen" steamer.
2. Am 20 years in command of steam packets on the Shannon.
3. I was only once in Galway; am acquainted with the Shannon.

4. Yes,

* The rules of yacht clubs oblige each yacht to have a light at masthead during the night.

4. Yes; the Shannon, three or four times.
5. I certainly would not in very thick weather.
6. No danger.
7. Never tried the soundings.
8. Not put.
9. No.
11. No.
14. Certainly; for the Shannon, with which I am acquainted.
16. No, provided I got hold of the Blaskets.
26. In summer, clear, and something like the English coast; in winter, a good deal of strong south-westerly winds, and thick weather.
27. Generally comes before the gale, which clears it off.
28. No, not much foggy weather on the west coast, but a good deal in the river.
29. See 26.
30. Spring, summer, autumn, winter, westerly prevails.
31. West-south-west to west-north-west.
35. Gales seldom last long; violent gales last, perhaps, five or six hours, ordinary ones 18 to 20 hours, and strong winds for a couple of days.
37. No, I know no objection; I think the arrivals and departures would be made with as good regularity as at any other port in the United Kingdom.

SHANNON :

1. Certainly not.
- 1 (b). I could not; I am not acquainted with the soundings.
2. Carrigaholt, Scatterry, Tarbert, Foynes, Labu Sheeda, and Beagh Castle.
3. It is.
4. I have, but it might be from neglect.
5. They do.
6. As far as Beal Bar.
- 7 (b). It is very dangerous when it breaks, but there is plenty of room at either side of it.
8. No, I would not.
9. Very good.
10. Yes, cannot answer.
12. Foynes is a very safe, nice harbour.
13. Yes, at all times.
14. A light is much wanted on the Foze Rock.
15. I have towed vessels drawing 20 feet up from Foynes to the quay in about four hours.

(signed) *Charles Bingham.*

No. 14.—Answers, 2 July 1852.

1. William Bishop, master of the "City of Limerick" (s.), trading to London.
- 2 & 3. I have been to sea for 43 years; traded 10 trips in and out of the Shannon, never to Galway.
4. Yes; the Shannon, in west-south-west gales, and thick rainy weather, but saw the Skelligs in the offing.
5. I should say she would be quite safe in approaching the Irish coast by her soundings. I found my way into Clew Bay by my soundings; under such circumstances, I should consider myself perfectly safe by attending to my lead, and the distances.
8. I always go by my chart.
9. Yes, I should think there is little or no tide 10 miles off.
10. I should prefer the Shannon, because I should meet with an anchorage and shelter sooner; I think the Shannon safer with a westerly gale than Galway, anchoring at Carrigaholt or Scatterry Roads.
16. I should think it would not be prudent to run for either port.
26. In winter the weather is given to be thick and blustering; but the last winter was uncommonly favourable and clear. In summer, breezy and hazy at times.
27. Yes, with wind anything south or west, I think the weather is the same throughout Galway Bay.
28. Fogs are not frequent, but more so than in the English Channel.
33. Yes, with west-south-west, or west-north-west winds.
37. I do not think there would be more interruptions than at any other port in Great Britain; although, as I said before, there is more thick weather, and I think the sea is less when you get round Cape Clear.

SHANNON :

3. I consider it good for a vessel to take shelter in for a temporary anchorage.
4. No.
5. Not after you pass Kilcradan.
6. It expends itself on Beal Bar.
- 22.

Appendix.

7. Westerly; into Carrigaholt, west-south-west.
 8. I should prefer stopping at Tarbert from my own knowledge of the river; but I should have no hesitation in trusting my ship with a pilot to Foynes Roads.
 10. Yes; I consider it safe; it is a good anchorage.
 12. I am not acquainted with it, having never been in it.
 13. Yes, sir.
 14. I should prefer the Foze Rock by all means; if it could not be put there, I should prefer the Tiraght, but I would not like the Skelligs Light to be taken away.

(signed) *William Bishop.*

No. 15.—Answers, 2 July 1852.

1. *John Long, esq., civil engineer, employed by the Board of Works, constructing the new basin at Limerick.*

Q. What arrangements would you propose to make at Foynes for the accommodation of landing mails, passengers, and cargoes?—**A.** See the answer to the question at the end of this evidence.

With an east-north-east gale, and a strong flood tide, do you think steamers would be able to lie alongside the floating jetty, and discharge or take in mails, passengers, and cargoes?—If it be necessary to provide against such a gale, which seldom occurs here, a second stage might be erected lower down, so as to bring the steamer under the shelter of Barneen Point.

How would you propose to connect the railway with the jetty you allude to?—The railway will join on to the jetty; but I will give you a sketch, showing the proposed jetties and railway connexion.

How do you propose to get a large transatlantic steamer up to Limerick for the purpose of docking or being repaired, as we find a difficulty in the depths of the river at nine miles above Beagh Castle, and others at the Cock Rock, and at Little Kilrush?—I view those obstructions as very inconsiderable, and I have instructions, and a fund provided for the dredging of these places to the depth of six feet at ordinary spring tides (or the standard of the Admiralty charts) to the ordinary width of the channel throughout.

The channel of the river high up will be very narrow for such large vessels, and will require to be carefully buoyed in narrow parts; has this point been considered by the Harbour Commissioners?—I believe it has not met with consideration from the Harbour Commissioners; but I believe if it was laid before them they would have the necessary buoys placed at the respective places, as the expense would be very inconsiderable.

What water will there be over the sill of the basin at Limerick at high-water neap tides?—I have not compared the depth of the sill with the standard of the chart.

What is the depth of the sill of your basin below the Ordnance datum, or copper bolt, mentioned in the Admiralty chart?—I will furnish it.

What extent of wharfage will there be in the basin?—2,300 lineal feet wharfage.

What will be the width of the entrance of the basin in the clear when finished?—Seventy feet in the clear.

What is the area?—Seven and three quarter acres; length being 800 feet, and average breadth 400 feet.

If a steamer were unable to get into the basin from any cause, is there any place where so large a vessel could be grounded with safety?—Yes, at the outer wall of the dock, where the bottom is soft mud to a considerable depth, that wall being built upon piles.

You are aware that at the Coburg Docks at Liverpool great difficulties arise in docking and undocking the Cunard steamers, and looking at the comparative ranges of tide which you have just shown as between the Limerick new basin and the Coburg Dock, state the advantages, if any, which you possess?—By the table which I now hand in it will be seen that there can be no difficulty at spring tides, at either place, being about the same height of water, 23 feet 2 inches; but a considerable advantage occurs in favour of Limerick in respect to neap tides, the height of average high-water neaps at Liverpool being 16 feet 3 inches on the sill of Coburg Dock, whilst that on the sill of the new dock at Limerick is 18 feet 8 inches; and at the lowest neaps the height at Liverpool is 14 feet 3 inches, whilst that at Limerick is 17 feet 3 inches.

It will be seen by the table handed in that the advantage at Limerick is very considerable during the tides that the depths are most required.

Have you considered the necessity of providing for a dry dock, or slip, for examining those steamers' bottoms at Limerick, should that be required?—The present accommodation would not answer for vessels above 300 or 400 tons. It is a patent slip; but no dry dock or other place where so large a steamer could undergo such repairs or examination exists here.*

What

* A graving dock ought to be constructed alongside the new floating dock, the cost of which might be set down at 20,000 l.

What means are there of repairing machinery or boilers of large steamers at Limerick?—Since I answered this question last year (*see* page 202 of the Commissioners' Report) no great extension has occurred in the foundries or forging establishments at Limerick, but these wants would doubtless be supplied as soon as the necessity would arise for them.

Appendix.

(signed) *John Long.*

Q. What arrangements would you propose to make at Foynes and Tarbert for the accommodation of landing mails, passengers, and cargoes?—**A.** Steam ships of so large a class would require works of a very substantial nature. At first it might be desirable that these works should be of a temporary character, so as to limit the outlay as much as possible; but arrangements even of this nature would be expensive, and considering the unusual facilities for building on a large scale which exist at Foynes, I would be disposed to construct the works of a permanent character at once, limiting them in point of extent to what might be immediately required. I have accordingly sketched a permanent quay wall of stone on the chart, extending westward from the small new harbour to the point of rock where the salmon fishery now stands. This would give a length of about 1,000 feet, equal to the accommodation of three steamers, where they would be sheltered from every wind, and with two vessels in the anchorage more to the eastward, five vessels would find easy and sheltered accommodations. A large extent of wharfage would also be obtained, extending back to the road, and connecting with the projected railway from Limerick, so that the trains might be brought down upon the wharf.

To give 20 feet in depth alongside the wharf at all times of tide, the foundations should be laid with the diving-bell, and I estimate the cost at 45,000 *l.*, including the cost of a groyne of rough stone run out from the isle, to mask the harbour from the north-east. I apprehend that, with this expenditure, every accommodation in point of shelter, depth of water at all times of tide, and the means of loading and embarking mails, passengers, and cargo would be provided. As regards the temporary accommodation that might be required until these works would be completed, the use of a small steamer would supply the means of conveying the mails and passengers the few cables' length from the vessel to the present pier, or *vice versa*, and the coals and cargo might in like manner be transferred by means of lighters, or a floating coal dépôt might be made use of, which could lie at anchor and be moored to the vessels as required.

As regards Tarbert, the same advantages do not exist as at Foynes. It is more extensive, but not so well sheltered, which would therefore render it necessary to construct works of a more extensive character; and as the facilities for building are not so much available, the works would be more costly. It is, however, a most excellent and favourite anchorage, and, to render it available for the purposes of a transatlantic packet station, I am of opinion that a floating dock accessible at high-water neaps with 20 feet draught would be necessary, together with a timber staging accessible at all times of tide. Timber is proposed so as to present no interruption to the full run of the tide, and the staging is so arranged that it affords a mask to the entrance of the dock. At first this staging only might be erected when the vessel should move out to the anchorage after landing her mails, &c.; but to afford the necessary shelter, I apprehend a dock would be required, the wall of which at first might be built only on three sides sufficient in length for five steamers, leaving room for the fourth side to be built as might be required afterwards. The probable cost of this dock so built would be 55,000 *l.*, and the staging say 20,000 *l.*

(signed) *J. Long.*

Mr. Long explained by a map the manner in which it was suggested by the statement given to the Committee at the first intercourse of the Harbour Commissioners. A telegraphic communication of the approach of the packet could be made from Kerry Head to either Foynes or Limerick, so as to facilitate the arrangement of the trains and expedite the dispatch of the mails and passengers; 1,000 *l.* would be about the cost of a telegraphic wire from Foynes to Kerry Head, or 30 *l.* per mile. On the arrival of the vessel off Kerry Head at the mouth of the Shannon, intelligence could be conveyed to the station at Foynes, giving two and a half or three hours' notice of her approach, by which means sufficient time could be given to have the trains ready for starting with the mails immediately after her arrival. In like manner the out-going steamer might be countermanded, or important intelligence conveyed to the vessel three hours after sailing. In moderately clear weather the vessel might be seen at the 10½ degree of west longitude, and at night or hazy weather blue lights or the discharge of a gun would intimate her approach. The advantage of this arrangement might also, as necessity would require, be extended even to Brandon Head, and this intelligence conveyed from the 11th degree of west longitude.

He also explained that by the adoption of the Shannon for the object of a packet station two routes would be available to the seat of empire, *via* Dublin and Holyhead, and *via* Waterford and South Wales, which would afford the means of obviating any monopoly in so important a line of communication such as might arise in the case of Galway, where but one route would exist.

(signed) *J. Long.*

Appendix.

QUESTIONS, &c., respecting *Tarbert*.

Q. Can you give us any information with respect to the extension of the railway to Tarbert, if that should be found necessary?—A. I believe there would be no engineering difficulties, as such a line of railway has been under the consideration of Government, and was surveyed, and will be found in the Irish Railway Commissioners' Report of 1836, and subsequently by private parties in 1845.

How would you propose to provide shelter at Tarbert for the packets, if that port should be determined upon as a station?—I should provide a wet dock, in which they could enter at high-water neap tides, and come out loaded.

Will you be so good as to furnish the Committee with a rough estimate of the expenses of such a basin?—I will furnish it.

(signed) *John Long.*

COMPARATIVE STATEMENT of the Height of the Tide on the Sill of the Coburg Atlantic Dock, *Liverpool*, and on the Sill of the New Dock, *Limerick*.

T I D E S.	Liverpool Atlantic Dock (Coburg).		Limerick New Dock.	
	<i>Ft.</i>	<i>In.</i>	<i>Ft.</i>	<i>In.</i>
Average high water springs - - - - -	23	3	23	2
Equinoctial spring tides - - - - -	25	0	25	0
Average high water neaps - - - - -	16	3	18	6
Highest neap tide - - - - -	18	9	19	9
Lowest neap tide - - - - -	14	3	17	3
Total - - -	97	6	103	8
Average - - -	19	6	20	9

Note.—The inside of the Limerick Dock is 18 inches below the sill. The sill of the Limerick Dock has been laid eight inches lower than the depth referred to in the tide tables in page 306 of Transatlantic Commission Report of 1851.

Limerick, 5 July 1852.

(signed) *John Long.*

No. 16.—*F. W. Russell, Esq.*, 5 July 1852.

Q. Will you have the goodness to state what are the present facilities in Limerick for the repairs of the machinery and boilers of steam vessels, as well as the stowage of goods?—A. There are already in Limerick facilities for the repairs of the machinery of the smaller class of steamers, viz., at Riding's, at Harrison Lee's, and at J. N. Russell & Sons, where can be repaired the machinery, &c. of the class of steamers and other vessels now frequenting the port, and there is ample stowage for goods.

Do you think that these wants would be fully supplied, should the necessity arise; that is, should the Government make choice of the Shannon as the station of the transatlantic packets?—Yes, my own firm (J. N. Russell & Sons), are now about to erect a foundry and other workshops, with tools sufficient to execute the works necessary for the repairs of first class vessels fit for transatlantic navigation.

Do you think that one line of transatlantic packets (say eight steamers) would afford sufficient employment to such a factory, so as to yield a return for the capital sunk in its erection?—With the other work which will have to be performed for general purposes; at least we shall take the risk upon ourselves. From our experience, we have ascertained that turf fit for raising steam for land engines stands at a price equivalent to coal at 8s. per ton, this being one of the inducements to erecting those works; and the facility of communication between Cork, Dublin, and Liverpool will give a command of any additional labour within 24 hours at the farthest.

Do you think these repairs would be executed as cheap as they are at present at Liverpool, where competition is so great, and iron and coal on the spot?—I think fully so; as owners of vessels ourselves, and acting jointly with others independent of us, we prefer executing the repairs necessary for our vessels here, to having the work done elsewhere.

No. 17.—5 July 1852.

Michael Ryan, Esq., American Vice-Consul, of the Firm of Messrs. Ryan, Brothers, and Company.

Q. Have you considered what would be the probable cost of Welsh steam coal, if a contract were entered into for supply of the transatlantic steamers at this port?—**A.** I should be happy, that being part of my own business, to contract for the supply of forty or fifty thousand tons, or any greater amount per annum, at the rate of 14 s. per ton, delivered on board the steamers.

Do you think that this large supply of coals here would increase the rates of freight from Wales, or would you be enabled to supply these vessels with a sufficient back freight?—I do not think it would affect the rate of freight from Cardiff, as vessels are constantly coming in ballast from the Bristol Channel, for the prospect of getting outward cargoes at Limerick; and whether vessels come here with coals or not, they must come to supply the outward trade. At present, owing to the great amount of emigration from this port, and the prospect of its continuance, large vessels are arriving from the Bristol Channel, and adjacent ports, chartered there, to take passengers from this port to North America; these would bring coals here at a very moderate rate of freight, considering this port is on their route to America, and the outward passage freight being a very productive employment.

Have you any information which you would like to give bearing upon the nautical question of this inquiry?—From my own experience as a nautical man, and having sailed out of the Shannon, it is my opinion that there is no port in Ireland so easily made as the Shannon from the westward.

(signed) *M. R. Ryan.*

No. 18.—Sir *Mathew Barrington, Bart.*, 5 July 1852.

Q. Are you in possession of any plans which will show the manner in which it has been proposed to connect either Foynes or Tarbert with the railway to Limerick?—**A.** I give you a copy of the plans deposited in Parliament, in the late session, for connecting the Dublin and Limerick Railroad with Foynes, and also maps and plans showing how it can be extended to Tarbert.

Have you any estimate of the expense that would attend the execution of these works?—The estimate for making the line to Foynes is 120,000 l., and is deposited in the Parliamentary Office, London; the distance is 24 statute miles, and the extension of the railway to Tarbert would be at the same rate of 5,000 l. per mile; the distance is nine miles.

Would a company undertake them at their own expense if a packet station were to be established at either of these ports?—I have no doubt of getting a company to make the railway to Foynes or Tarbert, provided that the packet station were established there.

If either Foynes or Tarbert were made a packet station, what authority would undertake to supply the money for the construction of the piers and other works which would be necessary?—I apprehend that the money would be raised by a loan, as that for constructing the Limerick New Basin was.

(signed) *Mat. Barrington.*

No. 19.—5 July 1852.

Question referred to *George Fenning, Esq., Underwriter, Lloyd's, Royal Exchange, London.*

Q. Will you have the goodness to state whether a higher rate of insurance is charged for vessels bound from abroad, or from the home ports to the western ports of Ireland, say Galway or Limerick, or whether you think the rates of insurance would be increased upon the transatlantic packets should the Government think it desirable to make the packet station at either of those ports instead of Liverpool or Holyhead?—**A.** The enclosed copy of an answer to Lord Hobart, in December 1850, is, I think, exactly what you require. I find from the Committee that their opinion is still the same. The fact is, that although there may be, and no doubt there is, a difference of opinion amongst underwriters as to the desirableness of the various ports you refer to, yet the truth is, that if the Cunard's, or the Peninsular and Oriental, or the Royal Mail boats came to the west coast of Ireland instead of Liverpool, Southampton, or Falmouth, the bodies of the vessels, and the goods and treasure, out and home, would be insured at the same premium as now; there would be no increase.

My Lord,

Lloyd's, 20 December 1850.

I HAVE the honour to acknowledge the receipt of your Lordship's letter of the 14th instant, requesting, by direction of the Transatlantic Packet Station Commissioners, that the Committee of Lloyd's will favour the Commissioners with information relative to the

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difference of premium on vessels making voyages between Liverpool and the southern and western ports of Ireland and North America, and *vice versa*.

I am instructed by the Committee to state to your Lordship in reply, that other circumstances connected with the risks in question being generally the same, there would be no difference of premium as regards the respective voyages.

The Right Hon. Lord Hobart, &c. &c. &c.
Board of Trade.

I have, &c.
(signed) Geo. A. Halsted,
Secretary.

No. 20.—EVIDENCE of Captain R. B. Beechey, 25 June 1852—*continued*.

Q. If you were in command of a steamer drawing 19 $\frac{1}{2}$ feet water off Brandon Head, would you have any hesitation in running for the Shannon in a gale of wind at night or in thick weather?—A. Certainly not, provided I could discern the lights by night five miles off, or the lighthouses by day two or three miles off; but I should, if possible, choose the flood tide to run in with, as the ebb causes the sea to break very heavily, particularly on the north shore.

State the best anchorages for a large steamer in the Shannon?—Carrigaholt, Scattery Roads, Tarbert, Laba Sheede, and Foynes; above that she would ground at low water.

What is the nature of the anchorage at Carrigaholt?—With the wind from the westward or north of that it is sheltered from both wind and sea, but it is much exposed to the south-west, and a heavy sea in a gale from that quarter rolls in; the holding ground where a large vessel would lie is far from good; it is quite open to an easterly gale.

Have you ever known vessels to drive from Carrigaholt?—I have often heard that they did, but more frequently that they ran out of it at the approach of or during bad weather, and made for Scattery Roads or Tarbert.

Do the westerly gales blow with as much force up the Shannon as they do outside?—If anything, I should say they did, or even more, the river acting as a sort of funnel.

In westerly gales how far up the Shannon does the heavy sea or swell extend?—As far as Beal Bar, and with the ebb tide (particularly, of course, at springs) it breaks dangerously from that to some distance beyond Loop Head.

What wind sends the heaviest sea into the Shannon?—That from the westward.

In a westerly gale in thick weather, or at night, would you have any hesitation in running up the Shannon?—Yes, unless I could see at least a mile I decidedly should, as the shoals extend for a considerable way (more than half a mile) off Scattery Island and Carrig Island opposite to it; but having cleared these, there would be no difficulty, by keeping the middle of the river all the way up to Foynes Island.

What sort of an anchorage is Scattery Roads?—Very superior to Carrigaholt; there is no heavy swell, and the holding ground is good, although there were several vessels driven out of it and wrecked in the gale of January 1839; but this was likewise the case with several more at Tarbert.

Is Tarbert a safe anchorage, and would there be any objection to the construction of a harbour there for the accommodation of the packets from the set of the tides or other reason?—Tarbert may certainly be considered a safe anchorage for vessels of any size, affording good shelter from the prevalent strong winds. The chief objection to it is the strength of the ebb tide and its exposure to the east, which, though not generally of sufficient importance to endanger any vessel, yet render the communication with the shore difficult and hazardous. There was a pier there when I was there, which was used by the steamers running to Kilrush, but something much more extensive and better sheltered than that would be required for the American packets; and could such be constructed (of which I have little doubt), I should consider Tarbert as the place in the Shannon the best adapted for the packet station. This is, of course, only in a nautical point of view, but unless such were constructed Tarbert would not answer for a station, for I consider it absolutely necessary that the packets should lie alongside a quay to take in passengers and goods, and that that quay should be well protected.

If a pier were constructed at Tarbert, would it require to be protected against the easterly winds?—Certainly.

What do you think of Foynes Harbour as a station?—No harbour could be more sheltered from all winds; but unless it has been deepened in the shallow parts since I was there in 1841, I should fear it is much too small for large steamers. The entrance from the west is very narrow, so much so that it would be necessary to erect two leading harbour lights, one on Barneen Point, on the island, and one on the Main beyond, or else have the light on the point so arranged that it would only show in mid-channel the same as the one at Kinsale, and then have a mark beyond, for the day time, where Durnish House is at present. The other entrance is too shallow for vessels of any size, there being only seven or eight feet at low water. In the event of the Shannon being selected for a station, I should consider it necessary to have a light-vessel off the Island of Scattery, on account of the shoals off it.

(signed) Richard B. Beechey,
Commander, R. N.

No. 21.—*Thomas Fitzgerald, Esq., Q. C., 6 July 1852.*

Q. If Tarbert were to be appointed the packet station, have you any remarks to offer on the proposed connexion of that port with the railway to Dublin?—**A.** I would propose a direct line from Tarbert to Kilmallock; there is a dead flat the whole way; no engineering difficulty that I am aware of, but it has never been surveyed to my knowledge; in any event Limerick ought to be connected in a straight line of railway with Kilmallock.

Are you well acquainted with Tarbert?—I am, I have resided there many years.

In what part of Tarbert would you propose the construction of works for the uses of the packets, and of what nature would they be?—I would throw out a pier from Tarbert Island, either at or near the present steam boat pier, sufficient for the use of a transatlantic steamer, and would run out another pier for a similar purpose, at the eastern extremity of the harbour, at the point called on the chart before me Ballydonoghoe Point; I would thus ensure the harbour being made available for the landing of the passengers and embarkation in any weather; depending solely on one pier at Tarbert Island might, although perhaps very seldom, render the harbour not available for embarking and landing in very strong easterly winds.

What winds make the most sea in Tarbert?—A strong east-north-east wind.

Can you furnish any information as to the foundation necessary for such works as these?—Ballydonoghoe Point is hard, but some part of the Slob, half a mile to the westward of that point, is a bog, and oak trees have been taken out, but I have no knowledge of the Slob off Tarbert Island.

In the event of Tarbert being chosen as a packet station, do you think the pier you propose at Ballydonoghoe Point would be preferable to a basin off Tarbert Island?—I do not, I think a basin off Tarbert Island would be preferable, but considerably more expensive.

Do you not think a pier run out from Ballydonoghoe Point would cause the roads of Tarbert to silt up on either side of it?—You already have the mud till you get to deep water; the eastern side of this pier would be kept clear by a strong stream running between Ballydonoghoe and Court; the mud at the westward is of a sticky adhesive nature, very much approaching to land, and not in my opinion likely to be affected in such a way as to make it interfere with the channel, into which channel, of course, the pier would run a considerable way.

Is the sea in Tarbert Roads ever so heavy as to be injurious to a pier constructed upon piles?—I would say decidedly not, if the pier did not extend beyond a straight line drawn from Tarbert Lighthouse to Shannon Lodge Point, or within a quarter mile of the present low-water mark.

Which do you think would be preferable as a packet station, Foynes or Tarbert?—Tarbert for the advantage of the splendid roadstead; but for the mere purpose of landing and embarking mails and passengers, I think Foynes would be a very good packet station.

Do you know any objection to Foynes Harbour?—It is too narrow for a large vessel to swing at her moorings at low water.

But if vessels were to be moored head and stern, or lie alongside a pier, would that remove your objections?—I think a vessel properly moored head and stern, or having a pier appropriated to her, would remove my objection.

Have you ever found the tide so strong in Foynes as would make it inconvenient for large steamers to moor head and stern or to come alongside the pier?—I have not, but I have never been in Foynes Harbour in a vessel of that class; at the same time I think the tide is not so strong as to be inconvenient to such large steamers.

SHANNON:

13. There would be no difficulty whatever in small steamers going alongside to embark and take out passengers; and at a very trifling expense the river up to Limerick could be made available at all times of tide and in all weather for these small steamers.

(signed) *Thos. Fitzgerald.*

No. 22.—To the Transatlantic Packet Station Commissioners.

Gentlemen,

Sunville, Pallas Green, 6 July 1852.

WITH this I send you a general estimate of the cost of constructing a railway from the city of Limerick by the harbour of Foynes to Tarbert.

I have, &c.

(signed) *Thomas Kearney.*

Appendix.

GENERAL ESTIMATE of the Cost of Constructing 34 Miles of Railway from the City of *Limerick* to *Tarbert*, in the County of Kerry, by the Harbour of *Foynes*; the Land, Earthworks, and Masonry to be for a Double Line, and a Single Line of Rails only to be laid down.

	£.	s.	d.
1. 204 statute acres, or 126 plantation acres of land, at an average of 40 s. per plantation acre for 25 years - - - - -	6,300	-	-
Injury by severance, &c. - - - - -	3,150	-	-
	9,450	-	-
2. Average cost of forming and fencing the line, including all earthworks, &c., at 1,380 l. per mile - - - - -	46,920	-	-
3. Masonry in bridges over rivers, road crossings, &c., at 550 l. per mile on an average - - - - -	18,700	-	-
Masonry in sea-wall along 3½ miles of the Shannon between Foynes and Tarbert - - - - -	10,000	-	-
4. 110 tons of iron per mile in a single line of rail, at 6 l. per ton (the rail to be 70 lbs. per yard) - - - - -	660	-	-
30 tons of chains, at 5 l. per ton - - - - -	150	-	-
1,760 sleepers, at 4 s. per - - - - -	352	-	-
Laying down rails and sleepers, per mile - - - - -	80	-	-
Ballasting, one mile - - - - -	160	-	-
Total cost of one mile of single rail - - - - -	£. 1,402	-	-
34 miles of single rails, at 1,402 l. per mile - - - - -	47,668	-	-
Station houses, farm gates, &c. - - - - -	3,600	-	-
TOTAL Cost - - - - -	£. 136,388	-	-
Or £. 4,011. 8 s. 3 d. per mile.			

(signed) *Thomas Kearney.*

No. 23.—Answers Applicable to the SHANNON, *C. R. Johnson*, Commander, R. N.

1. No hesitation.
- 1 (b). I should find Loop Head before I tried it; otherwise too great a risk.
2. Between Corlish Point and Scattery Island, in eight fathoms mud. Scattery Roads, Trbert, and above Tarbert, all is good anchorage, in eddies, and of course water for your draught.
3. Safe for vessels not over 10 feet draught, close in out of tide. Vessels drawing 19 ½ feet, I think, bad holding ground, and tide very strong.
4. Yes, with loss of all anchors.
5. Occasionally.
6. Gradually from Loop Head to Carrigaholt.
7. West to south-west, but there we call it tide trips.
- 7 (b). I have often seen overfalls (caused by ebb tide and south-westerly gales) break heavily.
8. I never would do so without making out the lights at least one mile off. Wind does not interfere with navigating the Shannon in steamers.
9. I consider and found it very good.
10. Such large steamers would be in a great tideway, but no fear of dragging; easy enough to construct docks, but would rapidly fill up with mud.
11. I think not; the tide makes Tarbert smooth in the eddy at all times.
12. Not suitable.
13. Yes.
14. Foze Rock.

— No. IV. —

LETTER from Captain *Beechey*.

Sir,

London, 4 August 1852.

I HAVE the honour to forward to you, for the information of the Lords Commissioners of the Admiralty, the enclosed letter from Captain H. Smith, who is desirous that they should be in possession of his reasons for differing from the rest of the Committee upon one part of the Report upon the Irish Transatlantic Packet Station.

I beg to observe that except at the special request of Captain Smith I should not have considered it necessary to lay this letter before their Lordships.

The Secretary of the Admiralty.

(signed) *W. Beechey*, Captain,
Chairman of the Committee.

Having commanded a transatlantic mail packet for three voyages, and during that service obliged to land and receive mails and passengers at all times of the night and weather, some places miles from the coast, and this during the hurricane months and northers in the West Indies, and the Gulf of Florida, as well as running along the east coast of America from New Orleans to Halifax, touching at the intermediate ports, South Georgia and Charles Town, being bar harbours, the mails and passengers were obliged to be landed and taken on board in schooners, whatever might be the state of the weather. From the experience gained whilst in that service, I do not hesitate to say that the navigation of one of Her Majesty's ships and a mail packet are quite different services. The packet has to do at all seasons what one of Her Majesty's ships would only do when charged with the most important despatches or pushing in during a fog, or thick and heavy weather, to relieve a blockaded port, or to give information of the greatest importance; consequently it is my opinion therefore, after seeing the approaches to the Shannon, and examined the chart carefully in the neighbourhood of the Blaskets and Brandon Head, as well as from the testimony of the witnesses on the capabilities of the ports in the Shannon, that it is probable the mail service would be carried out from the Shannon with the same regularity it has been conducted by the Cunard Line. They generally make Cape Clear exposed to gales from south-east to west-south-west, the points from which the heavy gales and thick weather commence; in such weather, running for the Shannon, once to the eastward of the Blaskets, you have smooth water and a bold shore, whilst a steamer making Cape Clear is exposed to the fury of the gale; should the wind be to the north of west, the chances are the weather would be clear.

The decided advantages of the Shannon are,

1. That having made your landfall, you have your port close at hand, without any intricate navigation or any outlying dangers more than a half of a mile off, or threading your way up channel, whatever may be the state of the weather.

2. You can go to sea let the weather be ever so thick, or if blowing when a ship can put to sea, and you are at once on the broad Atlantic without the risk of collision or getting on shore, which has been the case from Liverpool.

3. The shortening of the voyage by 300 miles would make a considerable difference in the passage, as the steamers would not require to be so deeply immersed from either starting point.

The disadvantages are,

1. The soundings it is true are not of that guiding description of the English and Irish Channels, but sufficiently good to warn a careful seaman in a fog or very thick weather when to round to.

2. The boisterous weather and heavy seas on the west coast of Ireland; as the Cunard steamers return sometimes north about, surely they must en-

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counter the same seas and weather until they get to the eastward of the north-west and south-west points of Ireland.

3. Thick misty weather and fogs. In carefully going through the evidence, I find the strongest against the west coast of Ireland is William Williams, master of the "Rhoda," of Milford, who considers it a wild coast; worse than the English Channel or Cardigan Bay, and more misty. Commander Richard Beechey, R. N., says, after 15 years' experience, May and September are the finest months in the year; in these months the few fogs which are met with on this coast occur, for I consider it very free from such as compared with the eastern coast. Gales almost always begin from the south or south-east, with thick, mizzly rain, and after expending their greatest force from the south-west, veer round to the north-west, and ends in strong breezes, accompanied by squalls; the density of the mist varies considerably, at times allowing of your seeing four or five miles, and at others not more than one.

The evidence of Mr. Jenkins, master of the "European," is also favourable, who would prefer running his steamer, if she sailed from America, for the Shannon than Southampton.

If I could see a mile by day or two by night, I should fearlessly run, taking every necessary precaution that a wary seaman would.

The above are Captain Smith's reasons for dissenting from his colleagues, Captains Beechey and Caffin, R. N.

(signed) *Hy. Smith, Captain, R. N.*

Remarks.—The advantages and disadvantages above mentioned, numbered 1, 2, 3, and 1, 2, 3, neither Captain Caffin nor myself have disputed; our objections to the coast consist principally in the difficulty of making a landfall in all weathers, not after the landfall is made, as supposed, or rather expressed above in reason No. 1.

(signed) *W. Beechey.*

— No. V. —

LETTER from Captain *Beechey*.

Sir,

London, 21 August 1852.

I HAVE the honour to forward a communication from the Harbour Commissioners of Limerick, enclosing a report of Mr. Long, C. E., on the nature of the shore at Foynes, and request their Lordships will be pleased to permit these documents to be added to the reports of the Committee lately appointed to inquire into the merits of the Ports of Galway and Limerick.

I also request you will be pleased to bring under the notice of their Lordships that part of the letter of the Harbour Commissioners which refers to Messrs. Rendall & Walker, Civil Engineers, in the propriety of which the Committee fully concur, should the Government wish for any information on the formation of works connected with a packet station at either Galway or Limerick.

I have, &c.

The Secretary of the Admiralty.

(signed) *T. W. Beechey, Captain.*

Harbour Commissioners' Office, Limerick,

16 August 1852.

Sir,

I AM directed by the Limerick Harbour Commissioners to forward you the accompanying report of their engineer, detailing the result of the borings made at Foynes Harbour, with a view to the extension of the present pier there, as desired by your commission of inquiry when at Limerick.

In

In forwarding this information I have the gratification to state that since your visit to Limerick communications have been received by the Harbour Commissioners from the Ballast Board at Dublin, conveying the assurance that that Board (which is analogous to the Trinity Board at London) has undertaken to erect all buoys and beacons that may be necessary to perfect the navigation to the Harbour of Foynes, and that some of the beacons have been already sent from Dublin for this purpose. This undertaking, on public grounds, by the Board charged with the lighting of the whole Irish Coast and Harbours, and by funds derived from the shipping of all nations, gives the fullest guarantee that everything that may be necessary to point out Foynes more conspicuously to the mariner, and to render it a haven of the safest approach and egress, will be executed in the most satisfactory manner, and without delay.

The Harbour Commissioners are deeply anxious that the information elicited by your commission should be as complete and comprehensive as possible, and they therefore desire me to put before you the names of Captain Jerningham, R. N., and Captain Ommaney, R. N., as officers eminently calculated, by their experience on the west coast of Ireland, to afford valuable information for your object. Both these officers at present fill official positions in the service, and as their evidence can be readily obtained in London, the Harbour Commissioners trust that you will not fail to avail yourselves of it before adopting your report.

The Commissioners also desire to observe that while they feel satisfied that the nautical portion of the inquiry could not be entrusted to abler hands than those of yourself and your colleagues, they are yet strongly of opinion that the respective merits of Galway and the Shannon, as western packet ports, are closely interwoven with the consideration of the extent, practicability and expense of such works as may appear to be required at each, and they therefore respectfully suggest that competent engineering opinions should be had on this part of the subject.

A peculiarly favourable opportunity presents itself now to obtain this opinion, as it is understood that Mr. Walker, C. E., and Mr. Rendall, C. E., are about to visit Ireland on another inquiry of much public importance, and the Harbour Commissioners would earnestly urge that they should be instructed to report to your Commission on the engineering portion of your inquiry.

I have, &c.
(signed) *John Roche*, Secretary.

Captain Beechey, R. N.,
Board of Trade, Whitehall, London.

Sir,

Limerick, 12 August 1852.

I BEG to state that I have completed the borings made in accordance with your letter of the 12th ultimo, to ascertain the practicability of building a line of quays, having 20 feet in depth alongside at low water.

According to these borings, a stratum of shingle apparently intermixed with clay exists, without the intervention of rock, for a sufficient depth to admit of a quay wall being built at the depth required, and also admitting of the quay being set back about 60 feet from the low-water line at the western rocky point where the salmon fishery stands. The dotted line in red upon the accompanying chart* marks the direction in which the borings were made, and they indicate that the hard strata dips below the level of 20 feet under low-water at the point A, which may be regarded as the termination of the quay wall at this end.

In making these borings, I have taken the opportunity of considering the practicability of providing the required accommodation farther to the eastward,

* Plan, No. 10.

Appendix.

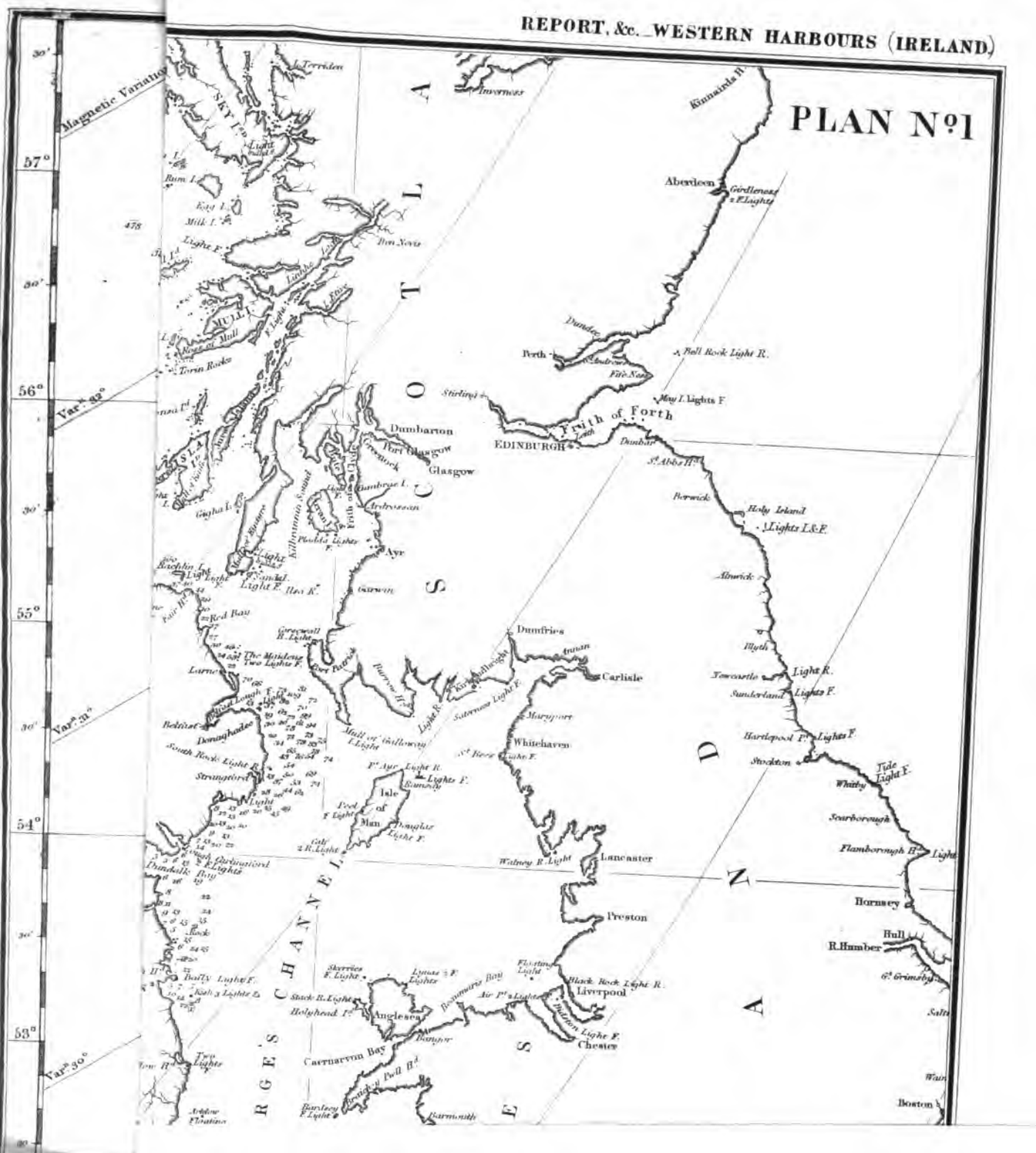
eastward, and from the inquiries I have made, it does not occur to me that there are any grounds for apprehension of an exposure in this direction. It should be kept in mind that Foynes is in a tideway some 40 miles from the sea, where no swell can arise, as on the coast, that could at all inconvenience a vessel inside, where also the harbour is almost surrounded by high land; besides, the strong wind seldom blows in this direction, and the comparatively moderate depth of water outside, with the shoaly points running out on each side, would not admit of a swelling sea even in stormy weather. Under these circumstances, the arrangement proposed by the harbour-master would probably be the most suitable, namely, a floating stage connected with the present pier, that would rise and fall with the tide; and if necessary afterwards others might be added more to the eastward. By this arrangement no interference would occur with the tidal current, and the accommodation would be speedily provided, and at a moderate expenditure.

I am, &c.

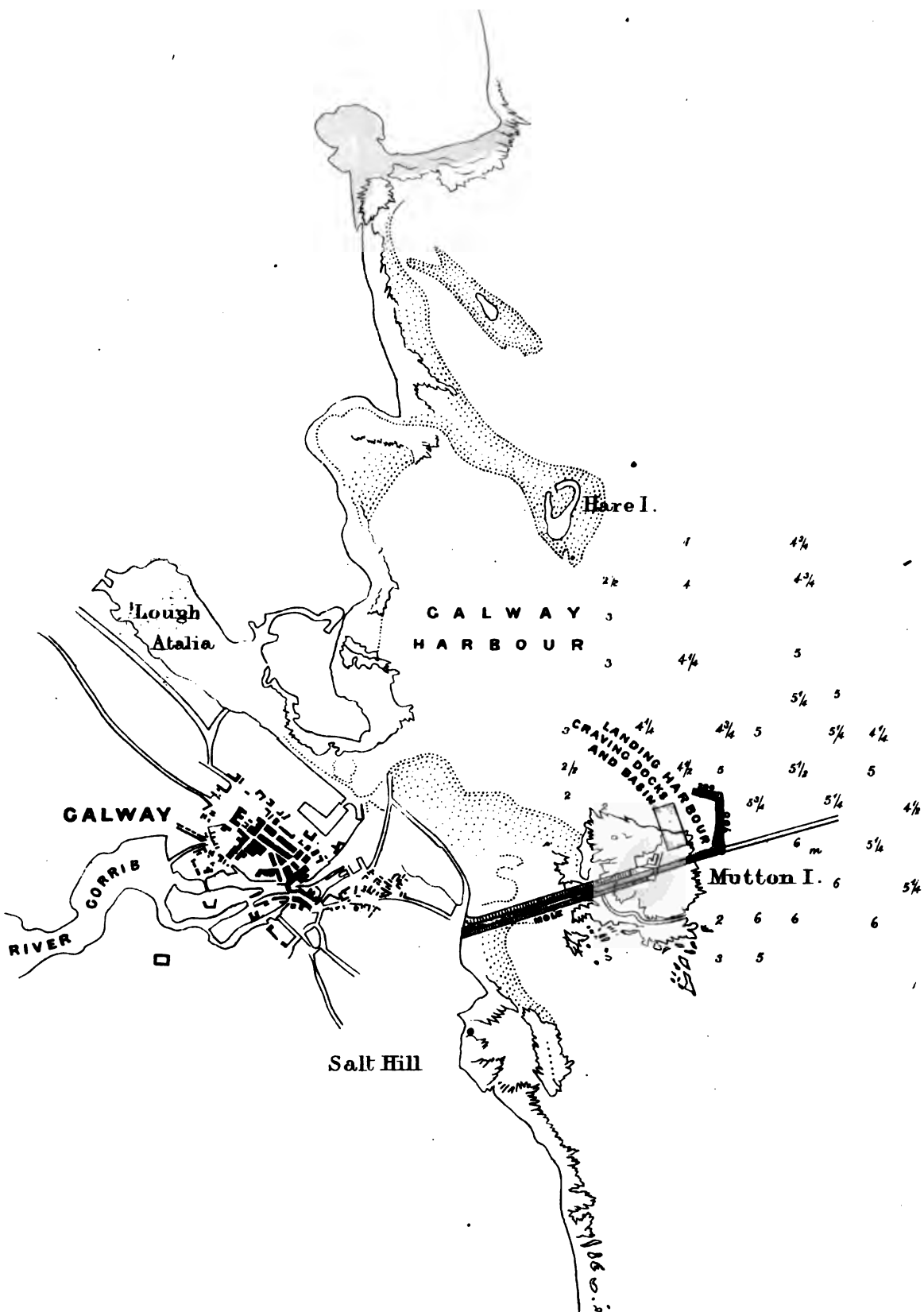
The Secretary
Limerick Harbour Commissioners.

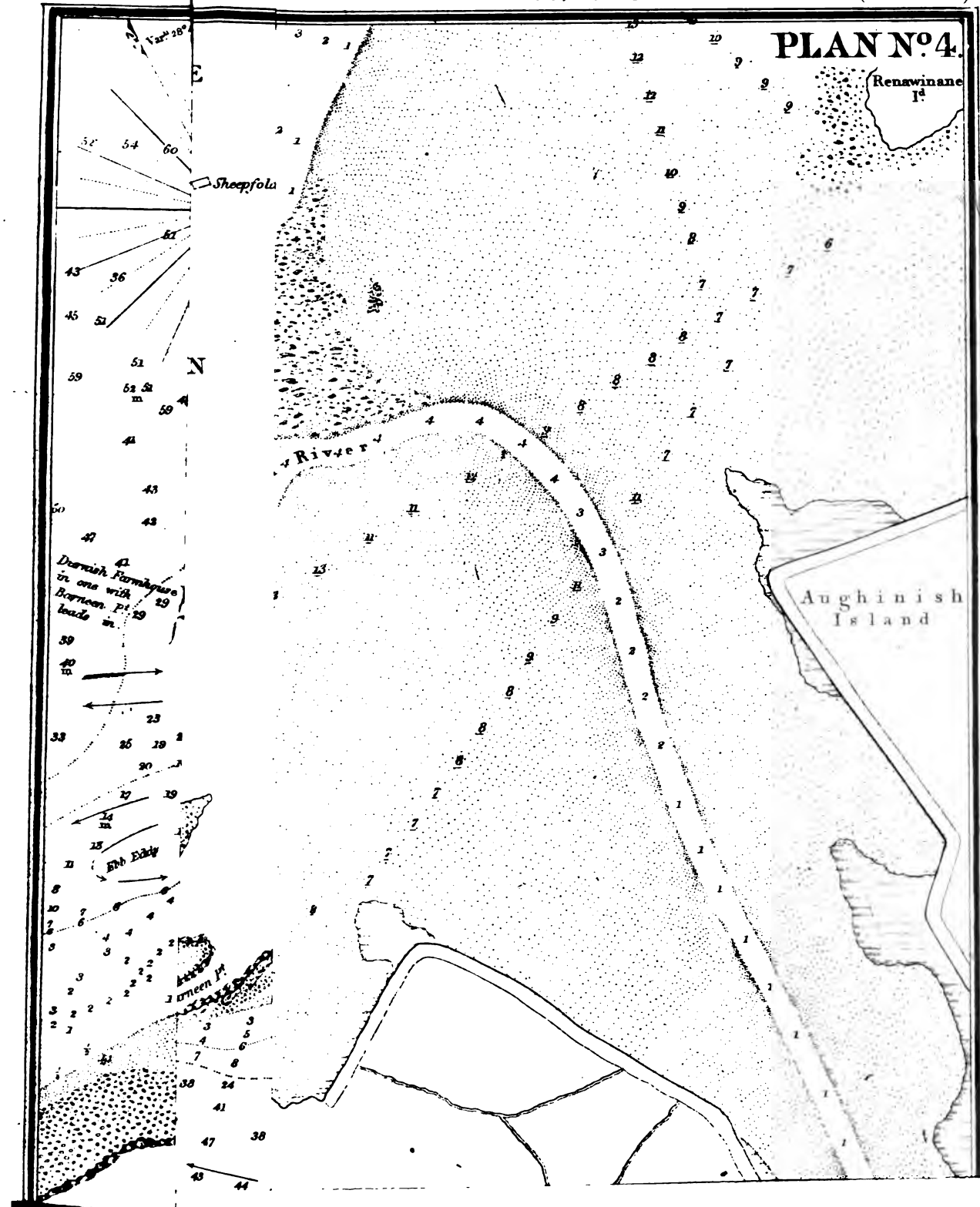
(signed) *John Long.*

PLAN N^o 1



PLAN N^o 2.



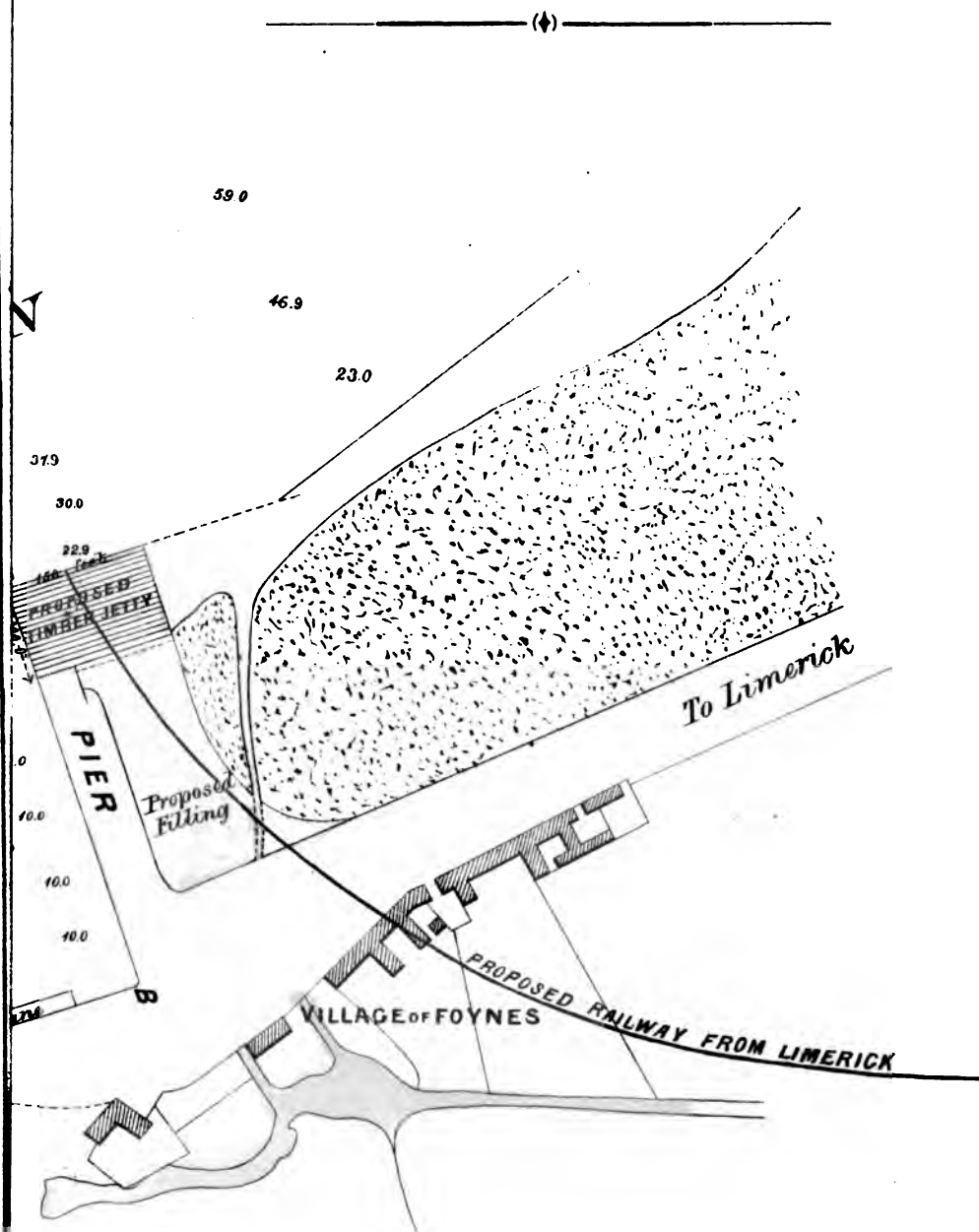


Barry D. Gibbons,
Harbour Engineer.
Public Works.

Digitized by 15 July, 1852.

Plan, N^o 5.

FOYNES HARBOUR.



IN EXTENSION ON LINE A.B.



100 120 ft

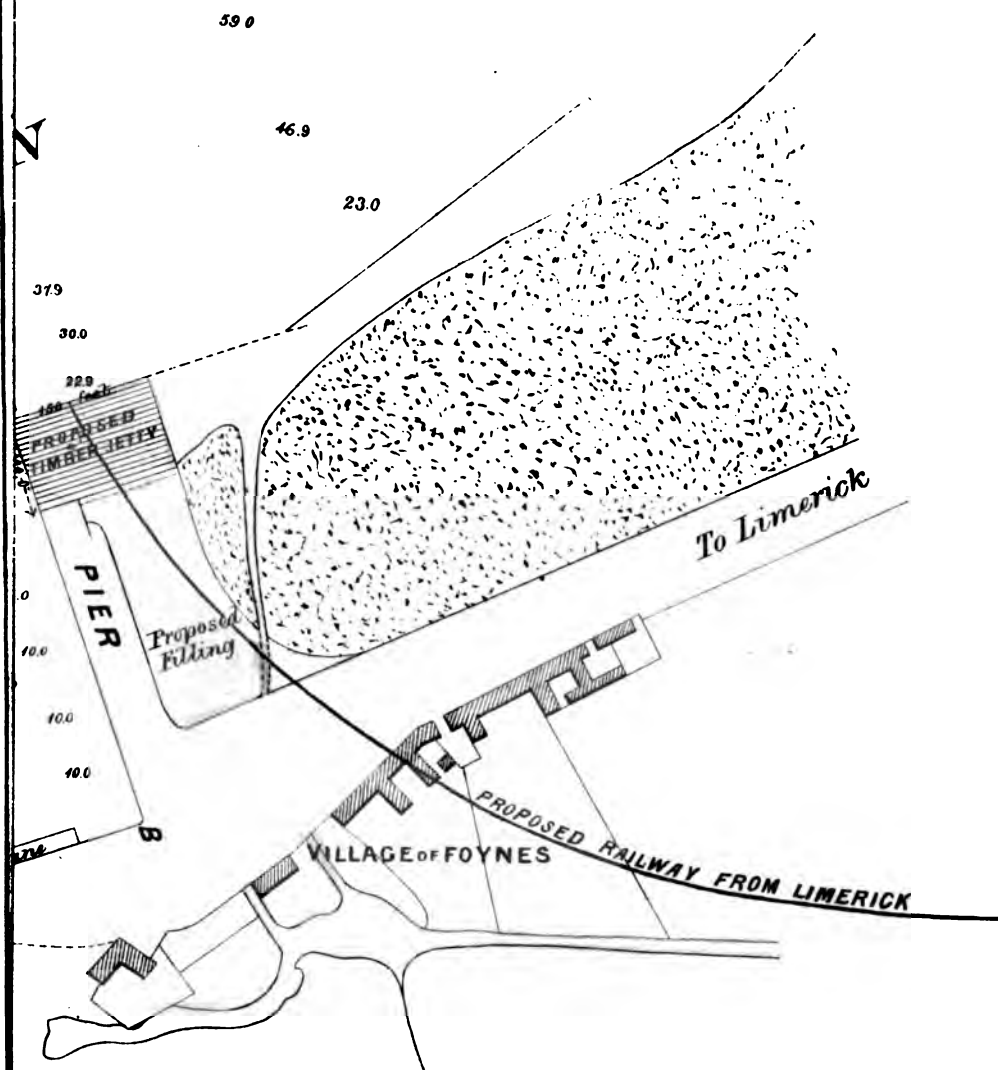
Barry D. Gibbons,
Harbour Engineer.
Public Works.

Digitized by 15 July, 1852.

Plan, N^o 5.

FOYNES HARBOUR.

(4)



IN EXTENSION ON LINE A.B.

100 120 ft

Barry D. Gibbons,
Harbour Engineer.
Public Works.

Digitized by 15 July, 1852

PLAN N^o 6.

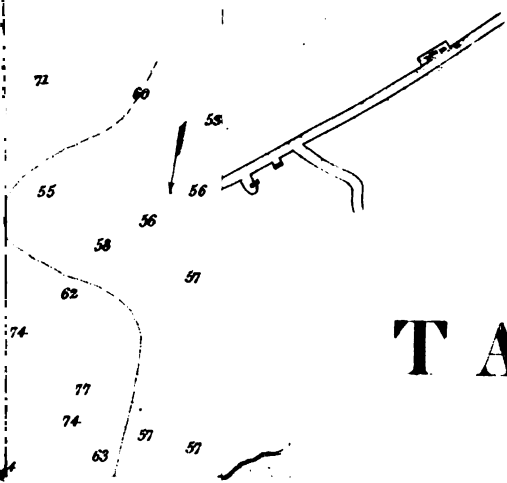
Renawinane
Is.

Aughinish
Island

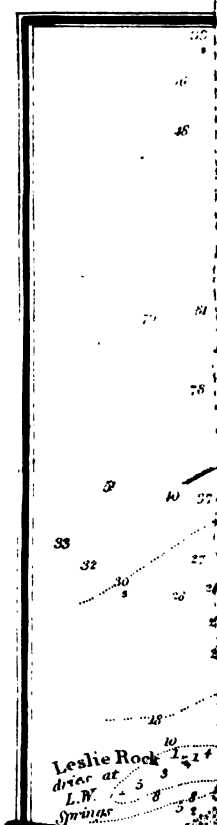
N I S H

DOYNE'S RAILWAY
From
Surveyed to 1851.
M. P. R.

PLAN N° 7.



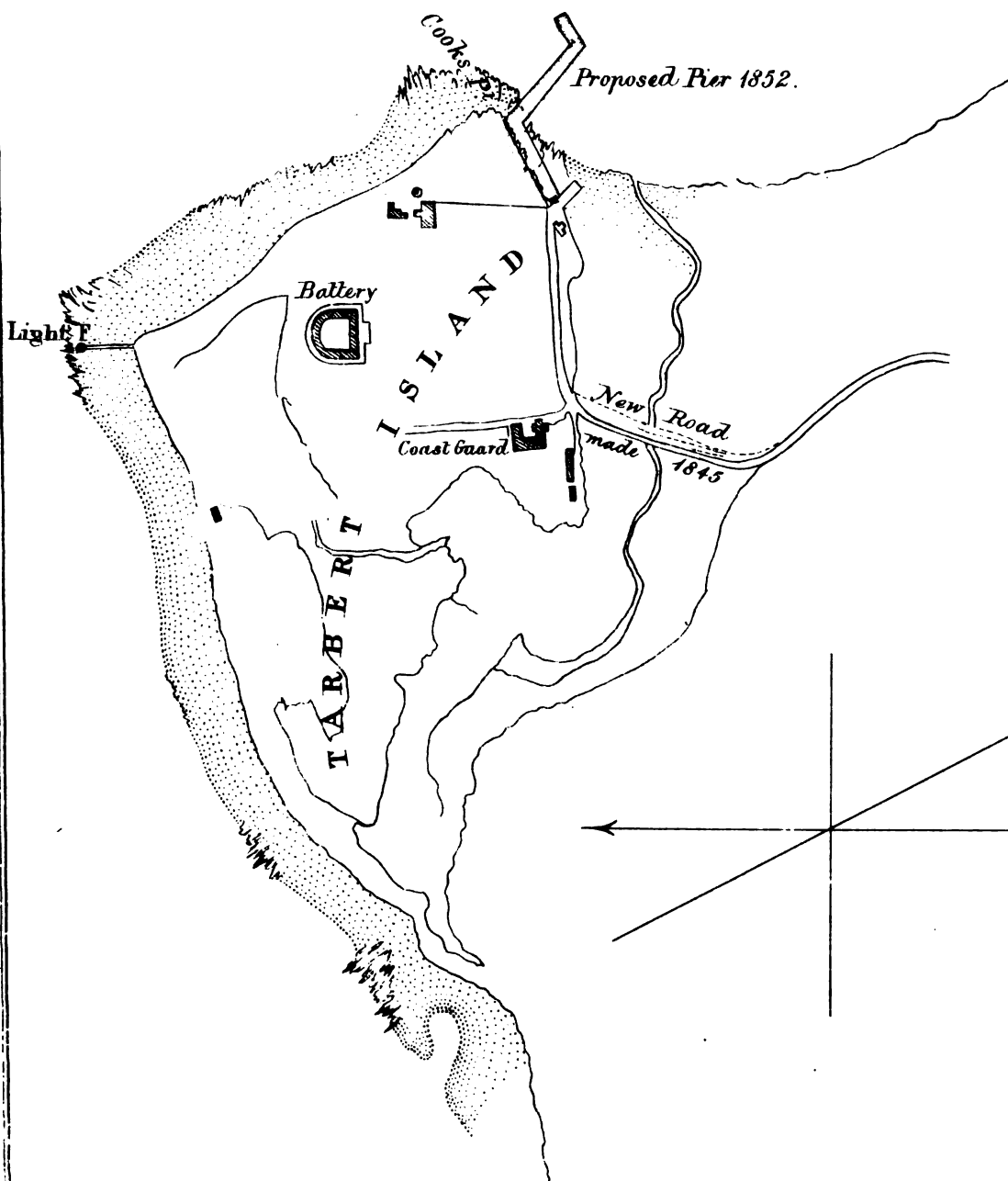
TARBERT ROAD

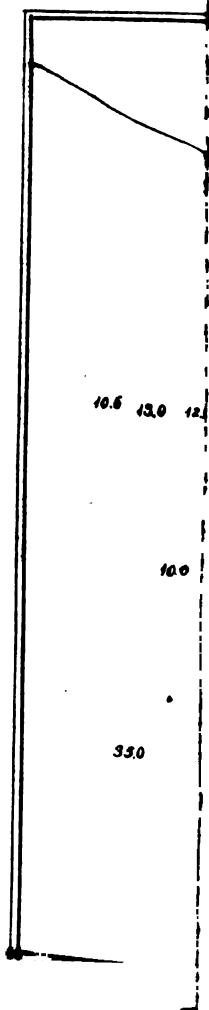


*Tracing of Part of Commander J. Wolfe's
Chart of the Tarbert Roads on the lower
Shannon in Ireland surveyed in 1841.
for the Shannon Comm^{rs} Shewing the
site of a Pier proposed to be Built in 1852.*

*Henry Stokes,
C^o Surveyor.
Tralee, 19th July 1852.*

T A R B E R T
↓
R O A D

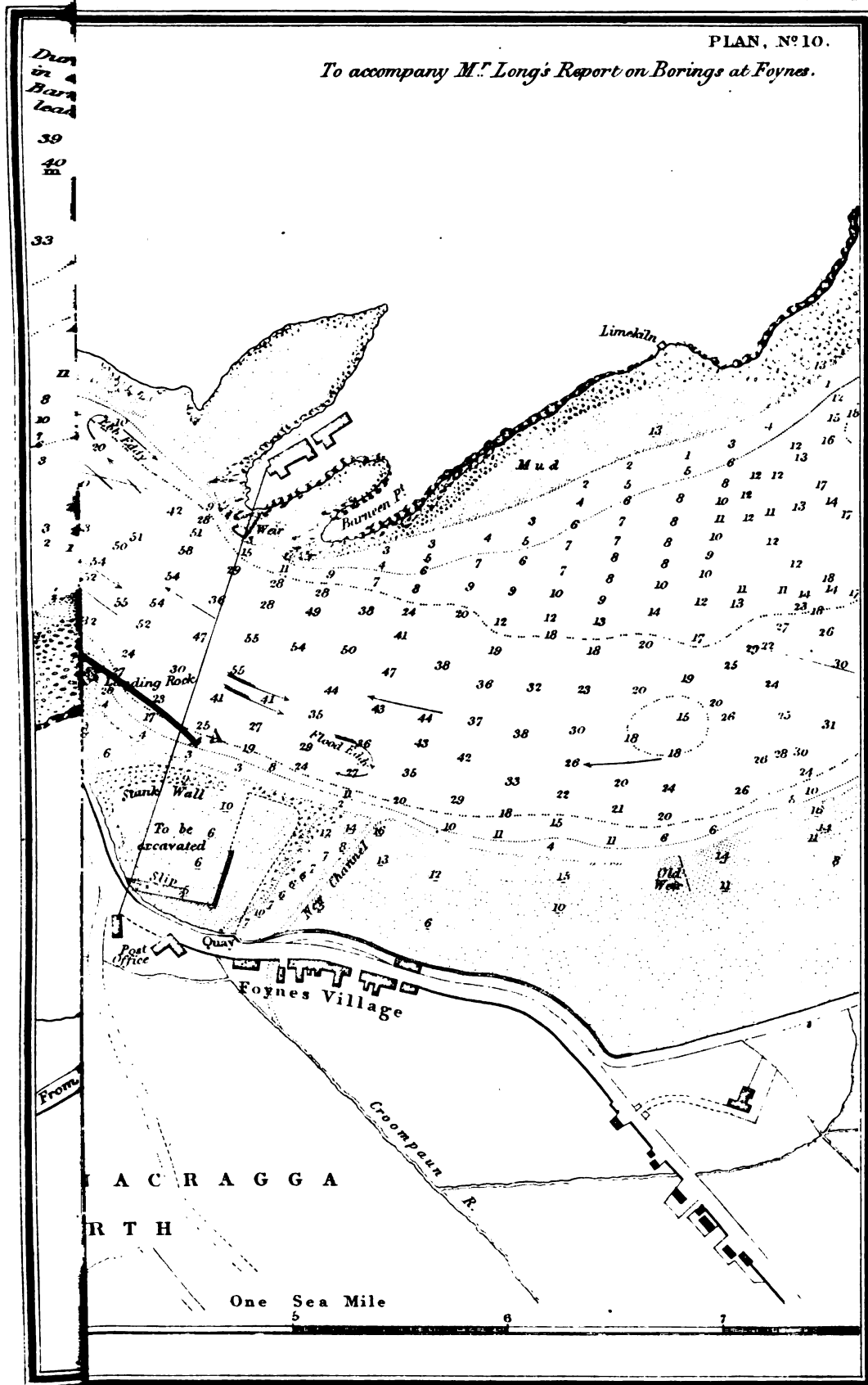




REPORT, &c. WESTERN HARBOURS (IRELAND.)

PLAN, N° 10.

To accompany M^r. Long's Report on Borings at Foyes.



2. Ordered by The House of Commons to be printed, 21th November 1852.

Printed by J. G. & Co. Dublin

WESTERN HARBOURS (IRELAND).

**COPY of the REPORT and EVIDENCE taken
before the Commission appointed to Inquire
into the Merits of the Western Harbours of
Ireland, for the Purpose of TRANSATLANTIC
COMMUNICATION.**

(*Mr. Henry Herbert.*)

***Ordered, by The House of Commons, to be Printed,
24 November 1852.***

[*Price 5 s.*]

22.

Under 20oz.

